

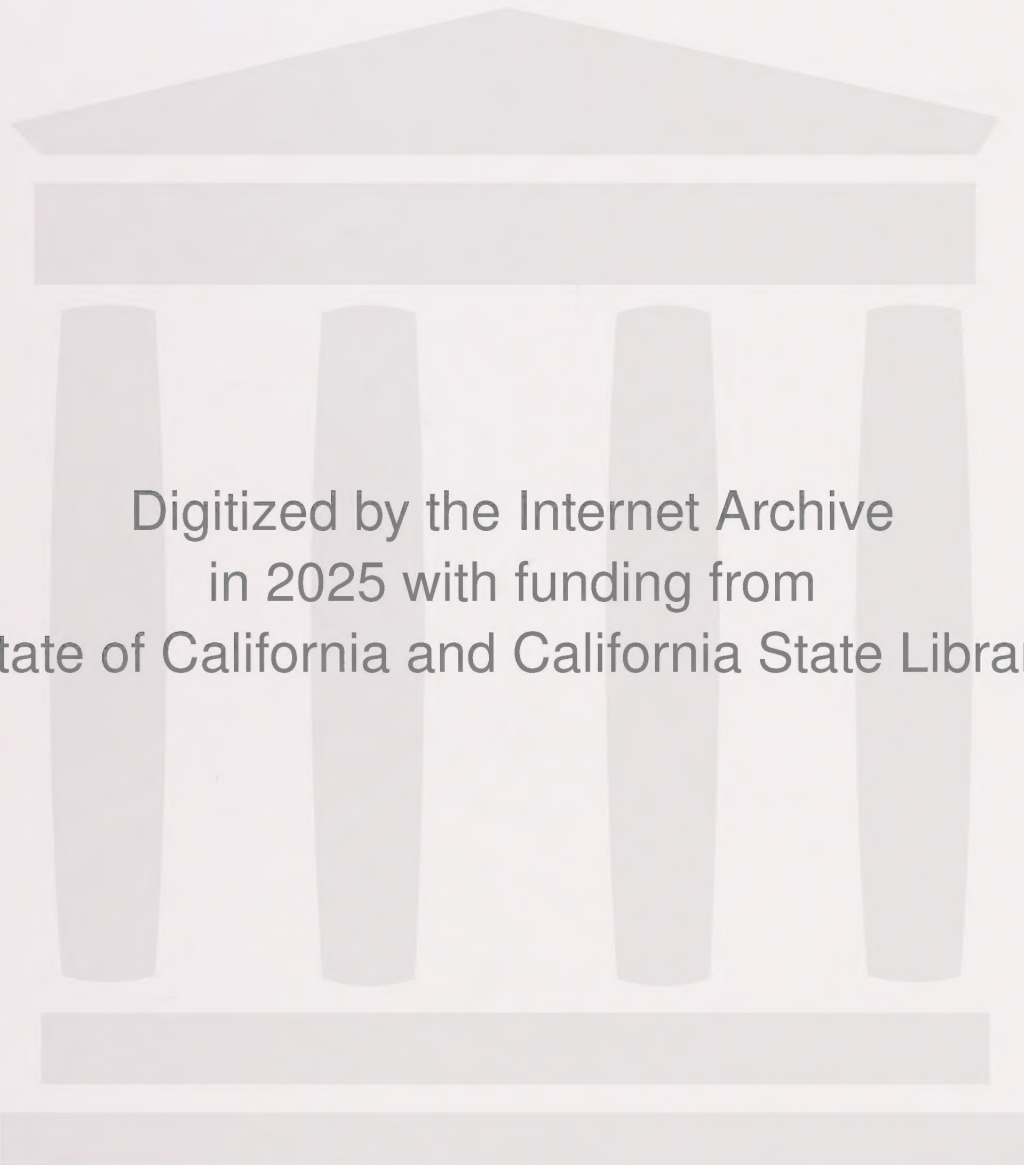


**THE CITY OF EL SEGUNDO
GENERAL PLAN
1992**

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City of El Segundo General Plan 1992

..... Adopted: December 1, 1992
..... Ordinance Number: 1189

City Council

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..... J.B. Wise, Mayor Pro Tem
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The City of El Segundo

General Plan - 1992

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4. Circulation Element
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Waste Management Element

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The City of El Segundo General Plan - 1992

INTRODUCTION

1. Introduction

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1. Introduction

General Plan Summary

A general plan is a document that reflects the values and contains the goals of a community with respect to development. It is a statement of policy, with text and diagrams, that is used as a tool for helping decision makers make decisions that are consistent with community goals. The state planning code of California requires every city and county to adopt a general plan. The government code also requires the plan to be an integrated, internally consistent document in which policies do not conflict with each other. Typically, the plan is organized into seven or more sections, or "elements," each focusing on a particular facet of the community. There are seven elements that are required by state law to be contained in every general plan. They are Land Use, Noise, Circulation, Housing, Open Space, Conservation, and Safety. Optional elements may also be included to address topics of local interest which relate to the physical development of the community, such as Air Quality and Economic Development.

The general plan is comprehensive in nature and content. It covers the entire geographic area that is located within the city limits, and it addresses a broad range of issues relating to the physical, economic, and social development of the community. The general plan may also cover areas outside the city limits where land uses have a direct effect upon the city.

The general plan is general in nature and provides a vision of the future. It contains an evaluation of existing conditions and provides the long-term goals and policies necessary to guide growth and development in the direction that the community desires for the upcoming 15-20 years.

Preparing, adopting, implementing, and maintaining a general plan serves a variety of purposes. First, it provides for the identification of the community's environmental, economic, and social goals

regarding land use and development. Second, it serves as the basis for local government decision making. Third, it informs the people of the rules for development within a community. Finally, by encouraging citizen participation, the general plan functions as the connecting link between community values and aspirations and the physical decision making process.

California planning law not only requires internal consistency between the various elements, but also consistency with its implementation programs. Because the general plan is a broad-based visionary document, there are a number of ways to implement the policies it contains. Examples of implementation programs which are designed to carry out the goals and policies of the general plan include a variety of detail oriented regulatory procedures, ordinances, and plans that are utilized on a daily basis. They include zoning and subdivision ordinances, specific plans, growth management policies, capital improvements programming, environmental review procedures, building and housing codes, and redevelopment plans. Thus, there is a strong connection between the community's day-to-day decision making process and the general plan. The former operates as the regulatory system and the latter serves as the community's "constitution."

Urban and regional planning is one of the few process of government that encourages public involvement. Citizen participation is the key to preparing and amending any general plan document. This is important because the plan ultimately belongs to the community. It represents the community's vision and values. Therefore, it is imperative a that the community be involved and provide feedback to the planning professionals in every step of the plan preparation process: issue identification, formulation of goals, collection and analysis of data, development and evaluation of alternative plans, selection and adoption of the preferred plan, and monitoring and amending the plan. Citizen input can be achieved through community workshops, meetings with special community organizations, surveys, public hearings and formulation of General Plan Advisory Committees (committees which are comprised of appointed representatives from the community to work closely with city staff and to serve as the official channel for public input into the planning process).

The City of El Segundo adopted their first General Plan in 1975, mainly as a response to the adoption of the general plan consistency requirements of 1971. The consistency requirements increased the importance of planning by requiring zoning and subdivision approvals to be consistent with the general plan. The issues facing the City in

the past, and for the foreseeable future, reflect the increased involvement and necessity of planning for accommodating growth.

In August of 1986, the El Segundo City Council appointed a 17-member Citizens Advisory Committee to assist the City in the preparation of a General Plan update and revision. The appointment of this committee marked the beginning of the update program. The committee identified issues and goals, objectives, and policies to be contained in the final documents. Furthermore, the Development Services Department created a detailed background report which documented all available data and focused attention on significant trends and problem areas that needed to be addressed in the update program. The background report functioned as the primary source of information and data about the City of El Segundo and the surrounding region.

In addition to the work conducted by the 1987 Citizens Advisory Committee and the Development Services Department, the 1992 General Plan update involved the participation of regional, responsible, and affected agencies, and persons from the community that attended the four community workshops, as well as the Planning Commission and City Council workshops and public hearings. Furthermore, a General Plan Advisory Committee was formed which conducted nine public meetings over a four-month time period. All public meetings were noticed in public places throughout the community, as well as in the Library, and in City Hall, and were made available to El Segundo cable television subscribers on public television. The draft General Plan was made available for the public to review free of charge at the Planning Department, and the public Library, or for purchase from the Planning Department.

Through implementation and update of the General Plan, the City is attempting to enhance revenue sources while alleviating the negative impacts of growth and development. To this purpose, the City of El Segundo has expanded the scope of the General Plan to include three optional elements: Economic Development, Air Quality, and Hazardous Materials and Waste Management. This General Plan represents the City's desire to take a proactive role in addressing issues and creating a desirable place to live for the residents of the City of El Segundo.



CITY OF EL SEGUNDO • GENERAL PLAN

Location Map

exhibit

I-1

Overview of the City

The City of El Segundo is located in the Los Angeles urban area, Exhibit I-1. It is considered part of the Airport/South Bay subregion at the southwestern edge of the Los Angeles coastal basin. Downtown Los Angeles is about 20 freeway miles from El Segundo.

The City itself, Exhibit I-2, is 5.46 square miles (3,494.4 acres), with a resident population, per the 1990 Census, of 15,223 people and a considerably larger daytime (employee) population of approximately 80,000.

The community served by the City of El Segundo includes a very diverse population, representing the full spectrum of social, environmental and economic issues. The permanent resident of the City, both owners and renters, the employee population, visitors, whether on business or for pleasure, and even neighboring residents, agencies and businesses will all be served to a greater or lesser degree by the goals, policies, and programs found within the General Plan. The City recognized the importance of each of these groups to the long-term well-being of El Segundo, and has sought their advice and attempted to accommodate and respond to their input.

To the north is Los Angeles International Airport (LAX) in the City of Los Angeles. The Los Angeles residential areas of Playa del Rey and Westchester are located just northerly of the Airport. To the east is Del Aire, which is an island of Los Angeles County, as well as the City of Hawthorne. Both areas are predominantly residential. Some commercial uses in the City of Hawthorne line Aviation Boulevard.

The City of Manhattan Beach is directly south of El Segundo. The Chevron Refinery is located in the southern portion of El Segundo, between the City's residential areas and the City of Manhattan Beach.

To the west of El Segundo is the Pacific Ocean. A majority of the coastline is owned by the City of Los Angeles, which operates two facilities within this area: the Hyperion Sewage Treatment Plant, currently undergoing an expansion, and the Los Angeles Department of Water and Power Scattergood Generating Station. A small portion of the coastline, 0.8 miles, is within the El Segundo city limits. The Southern California Edison Generating Station and a coastal portion of the Chevron Refinery are located along this portion of the shoreline.

The City of El Segundo General Plan - 1992

ECONOMIC DEVELOPMENT ELEMENT

2. Economic Development Element

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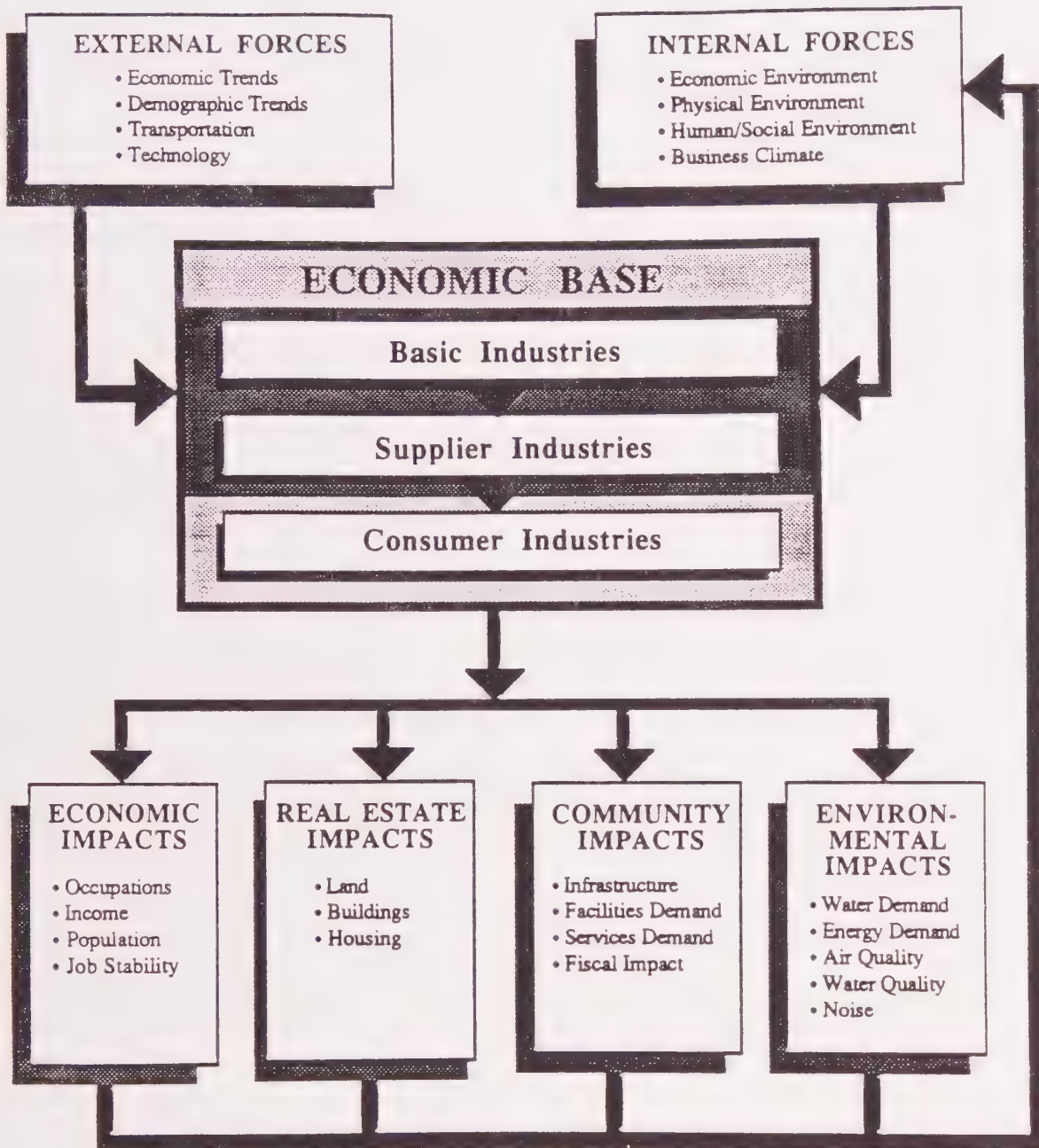
2. Economic Development Element

Introduction

Overview The Economic Development Element of El Segundo's General Plan is concerned with the economic health of the commercial and industrial uses in the City. It focuses on the expansion and maintenance of El Segundo's economic base and on the enhancement of the City's business climate. Economic development goals and policies direct City activities toward maximizing the City's economic development potential.

As Exhibit ED-1 shows, El Segundo's economic base impacts a wide range of community attributes: economic impacts such as jobs and income, local real estate markets, the fiscal integrity of local government, and environmental concerns, such as air quality and noise, which ultimately affect quality of life. The development of El Segundo's economic base is influenced by two fundamentally different forces. External forces, such as cycles in the national economy and technological innovations, are largely outside the realm of local control. Internal forces, such as the City's physical environment and its business climate, are more directly under local control. El Segundo's Economic Development Element is concerned with understanding external forces and selectively modifying internal forces to give El Segundo its best position for achieving its economic development goals.

Authority The Economic Development Element is an optional element in El Segundo's General Plan. Government Code Section 65303 enables cities to adopt optional general plan elements. El Segundo elected to include an Economic Development Element because it focuses on issues significant to El Segundo's future that are not addressed elsewhere. The Economic Development Element has been reviewed for adequacy of data and internal consistency with other General Plan elements.



CITY OF EL SEGUNDO • GENERAL PLAN

Community-Wide Economic Development Impacts

exhibit
ED-1

Organization The Economic Development Element begins with an assessment of the conditions currently existing in El Segundo. These conditions were more thoroughly analyzed in the Existing Conditions Report: Economic and Real Estate Analysis of the City of El Segundo, dated June 5, 1991. This document includes an overview of El Segundo's socioeconomic and demographic profile, office, retail, industrial, and hotel real estate markets, economic base, and business climate. The Element concludes with a presentation of El Segundo's economic development goals, objectives, policies, and implementation programs.

Summary of Existing Conditions Report

The City of El Segundo, a Pacific Coast beach community, is located in Los Angeles' South Bay, the heart of the industrialized area of Southern California. Broadly defined, the South Bay is the area of Los Angeles County south of the Imperial Highway and west of the Orange County line. It is bounded on the west and south by the Pacific coastline. With a 1990 residential population of approximately 15,223 and a 1990 employment population of nearly 80,000, El Segundo offers a unique blend of small-town lifestyle advantages and big-city opportunities.

El Segundo is an employment-led community. That is, El Segundo's development has been led by employment rather than population growth. Employment growth is usually driven by "basic" employers, which are the focus of traditional economic development. Basic employers produce goods and services for customers outside the local economy. Thus, they bring new wealth, income, and jobs into an area. El Segundo's basic employers, those industries which support the rest of the economy, are centered in the high-tech manufacturing/industrial sectors.

Industry experts are optimistic about El Segundo's economic future. In many ways, El Segundo is well-positioned to benefit from the restructuring of California's economy.

- El Segundo will continue to appeal to a new generation of high-tech and computer-oriented firms.
- As with other regions in Los Angeles County, the basic service sector will provide most of the job growth, further diversifying El Segundo's employment base.
- The completion of the I-105 Freeway and light rail line will provide relief to the overtaxed San Diego Freeway, allowing for easier commuting into El Segundo.

Socioeconomic & Demographic Profile

Population growth in the South Bay and in El Segundo has slowed over the 1980's, and the population in El Segundo appears to have stabilized. El Segundo's challenge is to balance pressures to accommodate population growth with the community's desire to preserve its small-town atmosphere and single-family residential neighborhoods. Regional population trends for El Segundo and surrounding communities are shown in Exhibit ED-2.

El Segundo experienced a population decrease during the 1970's, reflecting a national trend toward smaller households. In 1970, there were an average of 2.7 persons per household in El Segundo. By 1980, this figure had dropped to 2.3.

- According to the 1990 Census, El Segundo's median age was approximately 33.2 years. This was higher than current estimates of the County's median age (32.6 years) and the State's median age (32.8 years).
- El Segundo's population was distributed among the following groups: Non-Hispanic White (84.5 percent), Hispanic (9.1 percent), Asian and Pacific Islanders (4.8 percent), Black (0.9 percent), and other ethnic groups (0.5 percent).
- The affluence of El Segundo residents has increased dramatically over the past 10 years. In inflation-adjusted dollars, El Segundo's median household income increased from \$33,379 in 1980 to \$43,975 in 1989, reflecting a 32 percent real increase. By comparison, median household income in El Segundo showed a real increase of only 1.3 percent between 1970 and 1980.

According to the Southern California Association of Governments' estimates, El Segundo's population will increase to 18,160 by the year 2010. This translates into an average growth rate of 0.96 percent per year for the twenty-year period between 1990 and 2010. Over the same period, households are projected to increase to 8,540 units, an increase of 1,350 from the 1990 Census estimate of 7,190 units.

Real Estate Markets

Commercial and industrial development in the South Bay has spread northward from the Ports of Long Beach and Los Angeles, southward from Downtown Los Angeles and interior industrial areas, and from Los Angeles International Airport (LAX). Retail development in the South Bay includes some of the largest super-regional malls in all of Los Angeles County, as well as smaller strip, neighborhood, and community centers. Hotel facilities in the South Bay were initially developed near the airport and along the ocean. More recently, hotels designed for business travellers have been constructed near large office/industrial developments.

	1970	1980	1970 to 1980		1990	1980 to 1990	
			Absolute Change	Annual Percent Change		Absolute Change	Annual Percent Change
Regional Total	179,103	176,903	-2,200	-0.1%	197,021	20,118	1.1%
El Segundo	15,620	13,752	-1,868	-1.2%	15,223	1,471	1.1%
Hawthorne	53,304	56,437	3,133	0.6%	71,349	14,912	2.6%
Hermosa Beach	17,412	18,070	658	0.4%	18,219	149	0.1%
Manhattan Beach	35,352	31,542	-3,810	-1.1%	32,063	521	0.2%
Redondo Beach	57,415	57,102	-313	-0.1%	60,167	3,065	0.5%
South Bay	1,400,182	1,483,728	83,546	0.6%	1,672,690	188,962	1.3%
Los Angeles County	7,041,980	7,477,412	435,432	0.6%	8,863,164	1,385,752	1.9%

Source: U.S. Census; California Department of Finance.

CITY OF EL SEGUNDO • GENERAL PLAN

Regional Population Growth 1970 to 1990

exhibit
ED-2

Office Market

The South Bay office market has grown rapidly since 1980. Until recently, the market's principal office tenants were aerospace and defense companies such as Hughes, TRW, and Northrop. However, South Bay aerospace firms have suffered cutbacks in the past few years and building owners are seeking to diversify the area's tenant base.

According to 1990 estimates, there was approximately 40 million square feet of office space in the South Bay.

Although El Segundo is the smallest geographic area in the competitive market, the City has nearly one-fourth of the area's total supply of office space, 9.3 million square feet (See Exhibit ED-3.)

The most significant and distinctive portion of the El Segundo office market is the new development concentrated between Sepulveda and Aviation Boulevards north of Rosecrans Avenue. New development projects in this area offer high quality, Class A office space in attractively landscaped settings, with ample parking, excellent market access, and airport proximity.

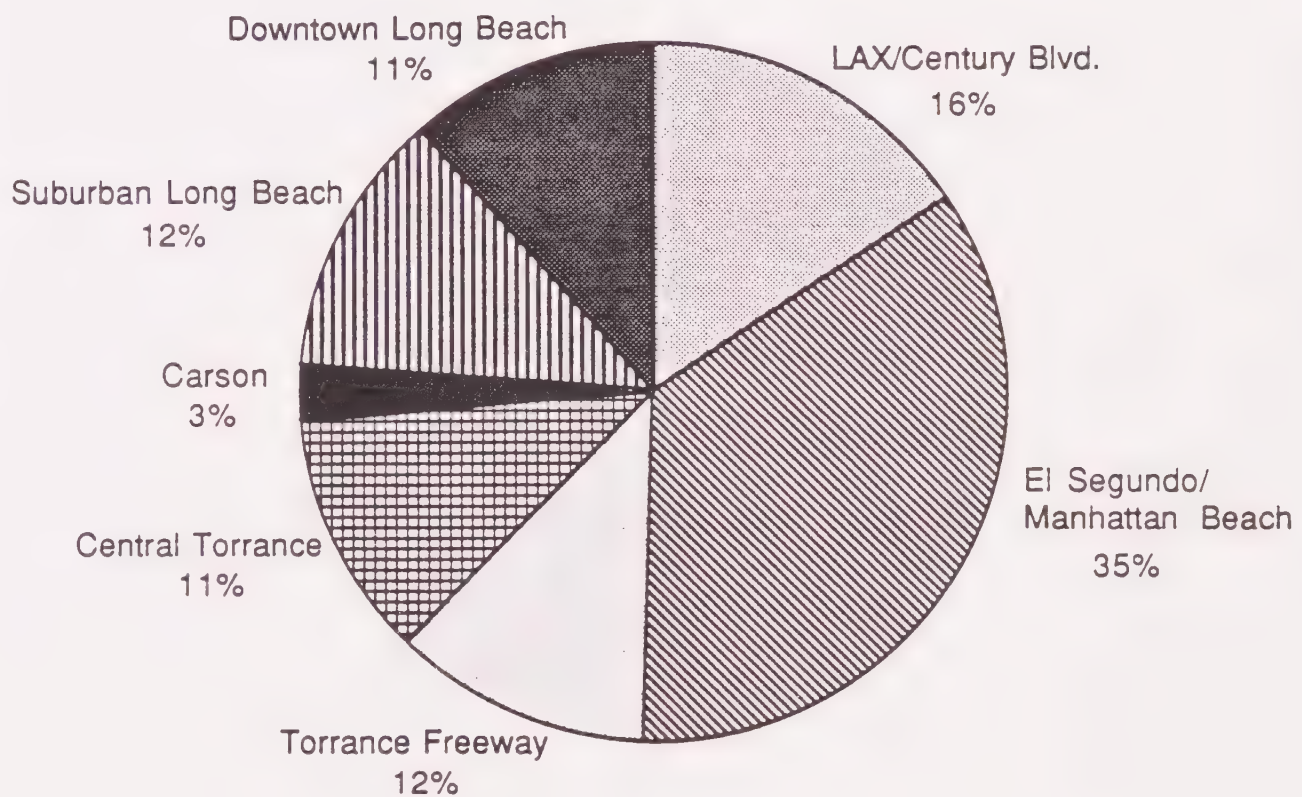
Diversification in El Segundo's office market is taking place at a rapid pace. In 1988 and 1989, 1.7 million square feet of office space was absorbed. Eighty percent of this space was leased by non-aerospace companies. Currently, more than 1.6 million additional square feet of office space is proposed or under construction in El Segundo. Clearly, El Segundo's dominance of the South Bay office market is expected to continue.

Retail Market

El Segundo residents have access to a number of shopping alternatives. Some of the largest super-regional malls in Los Angeles County--Del Amo Fashion Center, Carson Mall, Hawthorne Plaza and the South Bay Galleria--are within a short distance of El Segundo.

In addition, Manhattan Village, a regional mall, is located in Manhattan Beach, a neighboring community.

It is estimated that El Segundo's retail market has approximately one million square feet of space, primarily consisting of numerous small- and medium-sized shopping centers. These centers generally have tenant mixes designed to serve neighborhood-sized market areas. In addition, businesses serving a Citywide clientele are concentrated in the Downtown area, along Main Street (See Exhibit I-2.)



Source: Grubb & Ellis; 1990 BOMA.

Note: Grubb & Ellis figures do not segregate El Segundo and Manhattan Beach.

CITY OF EL SEGUNDO • GENERAL PLAN

Distribution of Office Space In the South Bay

exhibit
ED-3

El Segundo's retail market is somewhat unique in that it serves two distinct purposes: meeting the 24-hour needs of the City's residential community and meeting the daytime and after-work needs of the City's business community.

Expanding El Segundo's retail market for both of these uses is one of the City's main focuses. Expanding El Segundo's retail base may provide the City with increased sales tax revenue and may give residents and workers more convenient and varied shopping alternatives.

Industrial Market

The South Bay includes 10 of the 25 largest office and industrial parks in Los Angeles County. Indeed, a characteristic of newer industrial development is the combination of office with light industrial, manufacturing, and warehouse facilities.

As a result of land scarcity, some types of industry are being pushed out of the South Bay to the Inland Empire (and beyond) where more land is available at lower prices. At the same time that cost sensitive businesses are moving out of the South Bay, growth in air- and sea port-related activity has attracted numerous distribution-related companies into the South Bay. Increased international air freight activity at Los Angeles International Airport has increased demand for warehouse and distribution space near the airport. As a result, industrial vacancy rates have remained constant despite large additions to supply.

It is estimated that El Segundo had approximately 11.4 million square feet of industrial space in 1990. This accounts for 6 percent of the South Bay's total industrial market. As shown in Exhibit ED-4, only six cities have larger shares of the South Bay's industrial market.

Hotel Market

The South Bay hosts the largest concentration of hotel rooms in Southern California. For the year 1990, the South Bay hotel market represented about 11 percent of the total supply of hotel rooms in Los Angeles County. In addition, the growth of both the supply and the demand for South Bay hotel rooms is estimated to be about twice the County's growth rate. Supply and demand changes in the South Bay and in Los Angeles County are shown in Exhibit ED-5.

City	Number of Buildings	Gross Square Feet	Percent of Total Market	Vacant Square Feet	Percent Vacant
Carson	431	25,960,993	13.6%	4,145,971	16.0%
Compton	362	20,620,972	10.8%	2,987,979	14.5%
El Segundo	160	11,400,521	6.0%	1,015,786	8.9%
Gardena	740	25,159,070	13.2%	2,130,973	8.5%
Harbor City	56	1,309,434	0.7%	126,622	9.7%
Hawthorne	136	9,947,232	5.2%	632,644	6.4%
Inglewood	120	3,143,505	1.7%	360,874	11.5%
Long Beach	455	23,060,265	12.1%	872,864	3.8%
Los Angeles	268	11,142,241	5.9%	1,342,640	12.0%
Lynwood	48	3,652,470	1.9%	348,811	9.6%
Paramount	94	2,656,425	1.4%	513,487	19.3%
Rancho Domingez	262	17,552,183	9.2%	2,350,237	13.4%
Redondo Beach	29	1,832,657	1.0%	256,755	14.0%
San Pedro	27	1,423,771	0.7%	12,814	0.9%
Signal Hill	75	1,757,703	0.9%	89,116	5.1%
Torrance	506	26,088,333	13.7%	2,366,212	9.1%
Wilmington	97	3,529,760	1.9%	306,030	8.7%
Total	3,866	190,237,535	100.0%	19,859,815	10.4%

Source: CB Commercial Real Estate Group, Inc.

Note: Cities with less than 1 million square feet of industrial space are not included.

CITY OF EL SEGUNDO • GENERAL PLAN

Industrial Supply In the El Segundo Market Area

exhibit

ED-4

Exhibit ED-5
1990 Hotel Market Characteristics

	Number of Hotel Rooms	Growth Rate of Supply	Growth Rate of Demand
South Bay	5,127	16.3%	10.0%
Los Angeles County	46,966	8.2%	4.8%

Source: Pannell Kerr Forster

As for much of the South Bay, spillover demand from Los Angeles International Airport is one of the largest generators of hotel room nights in El Segundo. In addition, the City's hotel market is significantly supported by travellers meeting with local businesses.

According to 1990 estimates, El Segundo had an inventory of 1,446 hotel rooms. Major El Segundo hotels include the Hacienda Hotel 640 rooms, Embassy Suites/Crown Sterling (350 rooms), Compri-LAX (215 rooms), The LAX Hotel (95 rooms), and The Courtyard by Marriott (146 rooms).

Economic Base

With a 1987 foundation of nearly 100,000 jobs, El Segundo's economic base is strong. The City's current employment base is a mixture of firms in aircraft, space, defense, computers, electronics, communication, transportation, fabricated metal products, petroleum refining, and business services. Exhibit ED-6 shows the distribution of El Segundo's employment among major industry classifications.

- The largest single industrial sector is manufacturing, accounting for nearly 70,240 jobs. This industry accounts for 76 percent of El Segundo's total employment. Aerospace firms are the largest single component of these manufacturing jobs. Over the past two years, El Segundo's aerospace companies have been reducing employment as military programs are delayed or terminated. These employment losses could be magnified in El Segundo's economy because some other local jobs exist to serve the aerospace industry.
- The second largest industry sector is services. This industry is primarily made up of business support services, hotels, health care, and personal services. It accounts for 10,418 of the City's jobs, or 11 percent of its employment base. These businesses serve the City's manufacturing sector as well as the residential population.

Industry	Employment	Percent Distribution
Total, All Industries	92,972	100.00%
Manufacturing	70,240	75.55%
Services	10,418	11.21%
Public Administration	6,961	7.49%
Transportation, Communication & Public Utilities	2,220	2.39%
Wholesale Trade	1,325	1.43%
Retail Trade	973	1.05%
Construction	527	0.57%
Finance, Insurance & Real Estate	294	0.32%
Agriculture/Forestry/Fishing	14	0.02%
Mining	0	0.00%

Source: Southern California Association of Governments.

CITY OF EL SEGUNDO • GENERAL PLAN

El Segundo Employment by Industry 1987

exhibit
ED-6

- Public administration, which includes local government workers, public safety officers, and educators, comprises 7.5 percent of El Segundo's economic base.
- Among the smaller components of El Segundo's economic base are transportation, communication, and public utility firms, accounting for 2.4 percent of El Segundo jobs. Transportation firms include numerous small distribution and freight forwarding enterprises.
- Retail trade accounts for 1.0 percent of the City's economic base and wholesale trade accounts for 1.4 percent. El Segundo's retail base is centered on "business" rather than "consumer" service stores. Business-to-business retailers, lunch restaurants, building materials outlets, and service stations are the City's most active retailers.
- Jobs in finance, insurance, and real estate account for 0.3 percent of El Segundo's economic base. This category includes El Segundo's bank and credit union workers, property management firms, real estate brokers, and insurance agents.
- Together, jobs in construction and natural resources account for less than one percent of El Segundo employment.

El Segundo is a microcosm of the economic evolution currently taking place in Southern California. With an economic base centered on a number of growth industries, El Segundo is poised to become a leader in the transformation. Employment projections from the Southern California Association of Governments indicate that El Segundo's employment growth could be substantial. By the year 2010, employment in El Segundo could exceed 115,000 jobs.

Business Climate

Effective economic development policy recognizes that job growth occurs in a market environment where the "buyers" are private businesses and the "product" is a business location. Every community has strengths and weaknesses. The following business climate assessment is a baseline from which to measure and compare El Segundo's position as a "product" in the South Bay marketplace.

Access to Markets

El Segundo is strategically located within the South Bay, with excellent air and ground transportation access, including proximity to freeways, to LAX, and the large customer base found within El Segundo's business community.

Los Angeles International Airport provides El Segundo with a gateway position to national and international destinations.

El Segundo will benefit from the construction of the I-105 Freeway and the Metro Green Line, which create a direct route from Inland Empire residential communities to El Segundo's employment centers.

Access to Resources

El Segundo has excellent access to business resources. It is in proximity to a large work force with a variety of skills and talents. Firms locating in El Segundo can easily draw from the pool of workers and services offered in surrounding communities.

Land and Building Availability

While few large tracts of undeveloped land exist in El Segundo; the City offers a variety of developed office and industrial space at prices that are generally competitive for comparative properties throughout the South Bay. In addition, as the City's economic base evolves, large-scale redevelopment of vacated sites becomes a possibility.

Quality of Life Factors

Characteristics of the community, including the quality of local schools, housing, climate, and police and fire protection are highly rated by El Segundo's residential and business communities. While the price of housing can be high, El Segundo offers a number of attractive housing alternatives with excellent access to varied cultural and recreational activities.

Public Sector Impacts

Local government, working in partnership with the private sector, can attract business investment and foster a positive environment for the growth and development of business and industry. The City of El Segundo is working to reinforce its role as an asset in economic development on the premise that a well-run government entity portrays positive attitudes toward the public it serves.

Goal ED1: Economic Base

To create in El Segundo a strong, healthy economic community in which all diverse stakeholders may benefit.

Objective ED1-1 To build support and cooperation among the City of El Segundo and its business and residential communities for the mutual benefits derived from the maintenance and expansion of El Segundo's economic base.

Policy ED1-1.1

Maintain economic development as one of the City's and the business and residential communities' top priorities.

Policy ED1-1.2

Focus short-run economic development efforts on business retention and focus longer-run efforts on the diversification of El Segundo's economic base in order to meet quality of life goals.

Objective ED1-2

Center diversification efforts on targeted industries that meet the City's criteria for job creation, growth potential, fiscal impact, and fit with local resources.

Policy ED1-2.1

Seek to expand El Segundo's retail and commercial base so that the diverse needs of the City's business and residential communities are met.

Policy ED1-2.2

Maintain and promote land uses that improve the City's tax base, balancing economic development and quality of life goals.

Policy ED1-2.3

Seek to balance the City's economic development program with the City's resources and infrastructure capacity.

Goal ED2: Business Climate

To provide a supportive and economically profitable environment as the foundation of a strong local business community.

Objective ED2-1

To strengthen the partnerships between local government, the residential community, and El Segundo's business community.

Policy ED2-1.1

Take steps to maintain public sector support of the business community, including large and small businesses, and the residential community.

Policy ED2-1.2

Strive to balance the City's need to maximize revenues through business taxes and fees with the City's need to remain cost-competitive in order to retain and attract commercial and industrial development.

Policy ED2-1.3

Develop a framework within which interested groups can work together on matters of common interest related to economic growth, its orderly management, and the resolution of attendant problems to improve the City's business climate.

Policy ED2-1.4

Continue to invest in infrastructure that encourages commercial and industrial development.

Goal ED3: Downtown Business Environment

To preserve and improve the business environment and image of Downtown El Segundo. (See Exhibit I-2, Page I-7, for a delineation of the Downtown area.)

Objective ED3-1 To create an economically viable and stable Downtown area that uniquely contributes to El Segundo's commercial options.

Policy ED3-1.1

Strive to present a clear and consistent image of what the Downtown area is and how it can serve El Segundo's residential and business communities.

Policy ED3-1.2

Preserving the Downtown area's economic viability should be a priority.

Policy ED3-1.3

Encourage revitalization efforts that improve the appearance of Downtown area businesses.

Policy ED3-1.4

Augment the Downtown areas's atmosphere and accessibility by addressing vehicle circulation, parking, and streetscape issues.

Policy ED3-1.5

Encourage a mix of retail and commercial businesses that stimulate pedestrian traffic and meet the communities changing needs for goods and services.

The City of El Segundo General Plan - 1992

LAND USE ELEMENT

3. Land Use Element

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3. Land Use Element

Introduction

El Segundo's Land Use Element has the broadest scope of all the General Plan elements. It is intended to portray the future direction of the City, the way the community would like to see it. The California General Plan Glossary defines the land use element as follows:

A required element of the general plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

This guide for the future is stated in the Element by the goals, objectives, policies, and program statements, which will direct the course of growth and development in the City. By State law the City's other ordinances and plans, for example the Zoning Ordinance, must be consistent with the General Plan, and therefore with the Land Use Element. The Land Use goals and policies will influence the character of the City more than any other single element of the General Plan.

Purpose and Authority

The Land Use Element is a required element of the General Plan, specified in Government Code Section 65302(a). This Government Code Section states that the general plan shall include a land use element which:

designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste

disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.

As part of the Government Code requirement, an Existing Conditions Report has been prepared that discusses the existing land use conditions within the City. That report is summarized below and should be referenced for further information.

Overview The City of El Segundo is a unique City that has very distinct and identifiable areas. These distinct areas, along with the difference in population between the resident population of 15,223 and the daytime employment population of approximately 80,000, creates some very unique opportunities for the City.

There is a very strong residential base, which is a mixture of single-family, two-family, and multi-family residential. A majority of the residential area is in single-family use; however, according to the 1990 Census, over one-half of the population lived in multi-family units.

Near the residential area is Downtown, (See Exhibit I-2 in Chapter 1) which includes the Civic Center and provides a strong focal point for the City. Also in this general vicinity is an older industrial area called Smoky Hollow. This area contains mostly older industrial buildings of one or two stories.

The area of the City south of El Segundo Boulevard and west of Sepulveda Boulevard is taken up mostly by the Chevron Refinery. The Refinery occupies approximately one-third of the City. The Refinery also occupies a portion of the coastal zone, along with a Southern California Edison Generating Station. The beach area is publicly owned and accessible.

The portion of the City east of Sepulveda Boulevard is a combination of industrial, office, and commercial uses. This area contains the "super block" development, a mixture of office and research and development uses, as well as the U.S. Air Force Base.

Summary of Existing Conditions Report

The residential area of the City, especially the single-family areas, are what many residents see as the City's greatest attribute. These areas have been well maintained and provide an excellent housing stock. There has been a growing trend over the years to construct more multi-family units than single-family units, indicating that the City is increasing in density.

Lots designated for two-family uses are scattered throughout the City. Some of these lots still have single-family residences, but have the potential for two units.

Multi-family units in the City account for over one-half of the residential units in the City. This designation includes apartment complexes, co-ops, "stacked flat"-style condominiums, and "townhome"-style condominiums. There is land designated for multi-family use in the City that still has single-family homes. The continued development of multi-family units will increase the density in the City.

Commercial uses occur throughout the City. The Downtown area is designated for commercial use of a community service-oriented nature and provides a shopping base for the residents. These commercial uses tend to be types that serve the resident population and sometimes include office and housing over retail uses. This area also includes the Civic Center and serves as an important focal point for the City.

There are neighborhood commercial areas scattered throughout the residential areas to serve the residents of the City. In addition, there are some commercial uses east of Sepulveda Boulevard, mostly designed for the daytime employee population.

In addition to retail commercial, the City has a growing number of hotel uses. There are over 1,446 hotel rooms currently available in the City.

Another growing use is office projects, including research and development and industrial parks. There was a 290 percent increase in office acreage from 145 acres in 1980 to 420 acres in 1986. New office projects have already been approved and it is anticipated that this market will continue to grow.

Industrial uses have historically comprised a large portion of the City. Existing conditions research shows that there have been applications

for new buildings that will contain warehouse-type uses; however, there have been no discretionary applications for heavy manufacturing uses. The trend is toward light manufacturing, research and development, wholesaling, distributing, and laboratories, rather than heavy manufacturing.

Heavy manufacturing includes about 30 percent of the City's area; 93 percent of this area is the Chevron Refinery, which is anticipated to remain for the life of the Plan.

An additional category of land use is public and quasi-public uses. These include the U.S. Air Force Base; property owned by the City and County, including the City Hall and the Library; as well as the School District property. Two of the District's school sites are not being used, one is vacant and the other is being leased to the L.A. Raiders as a training camp. In addition, there is one parochial school and several churches throughout the City.

The City has excellent open space and recreation facilities, which exceed the State suggested standards. These areas include publicly-owned parks, private parks, a publicly-owned beach area open for public use, utility rights-of-way that have been used for park and open space areas, and the Chevron-owned preserve for the El Segundo Blue Butterfly.

Other uses not discussed above include railroad rights-of-way, parking lots, streets and alleys.

The City of El Segundo is almost entirely built out. The Planning Department conducted a recent survey (May 1991) of the City and found that there are approximately 103 acres of vacant land in the City. The majority of that land is currently in non-residential zoning categories.

Summary of Issues

There are several issues for consideration, based on the trends researched in the Existing Conditions Report; the residential trends include:

- A. Increased multi-family development and reduced new single-family development. This trend is likely to continue under existing designations, increasing the City's density.
- B. An increase in the size of single-family homes, both through additions to existing homes and the demolition of existing homes that are replaced with larger new homes. These trends tend to maximize the land values, but they do create some impacts that affect the streetscape, number of curb cuts in the

street, number of street trees, light and air, and private open space.

There are four important non-residential trends that should be addressed in El Segundo. They are:

- A. The reduction of manufacturing and heavy industrial uses, not including Chevron.
- B. The increase in commercial and professional uses such as hotels and offices.
- C. Decreasing availability of vacant land.
- D. Increasing commercial uses that serve the daytime population. The Economic Development Element has indicated that these types of uses may have limited potential. Such uses may, therefore, be best located on the ground floor of office buildings.

Given the overall effect of these four important trends, the community has considered the possibility of mixed-use development. Mixed-use could mean any mixture of commercial, service-oriented uses, offices, or research and development. By allowing a mix of uses, the City may be able to effectively address solutions to future potential problems such as traffic management, infrastructure constraints, and parking.

Land Use Designations

Following is a discussion of each type of land use designation found in the City. Each contains a short description and an indication of the maximum land use density or intensity allowed.

Land use density refers to the number of dwelling units per acre of land (du/ac). This distinction is generally used only for residential designations. Land use intensity refers to the quantity of building on a specific lot size. For example, a 3,000 square foot single-family home would be considered a more intense use than a 1,600 square foot home on the same size lot. An example of non-residential intensity would be a multi-story building, which is considered a more intense use than a single story building on the same sized lot. For non-residential uses, intensity is expressed in terms of Floor Area Ratio (FAR) which describes the ratio of the lot size to the building size. For example, a lot with a land area of 10,000 square feet and a FAR of 1, would allow a building area of 10,000 square feet.

**Residential
Designations**

Single-Family Residential

Permits one single-family home on one legal lot at a maximum density of eight dwelling units per acre. The minimum lot size for new lots is 5,000 square feet.

Two-Family Residential

Permits two residences on one legal lot, either attached or detached, at a maximum density of 12 dwelling units per acre. The minimum lot size for new lots is 7,000 square feet.

Multi-Family Residential

Permits multiple dwelling units in either a condominium or apartment configuration. A condominium or apartment is a structure or group of structures containing three or more dwelling units, as defined by the Zoning Code. The maximum permitted density for multi-family residential is 27 dwelling units per acre on properties equal to or less than 15,000 square feet and 18 du/ac on properties greater than 15,000 square feet.

Planned Residential Development

Permits a mixture of residential uses on the former Imperial School site with a maximum of 29 single-family detached dwelling units and 36 multi-family dwelling units. This designation is intended to encourage design flexibility and provide transitional densities and uses that are compatible with surrounding land uses. This designation is not intended to be used elsewhere within the City.

**Commercial
Designations**

Neighborhood Commercial

Permits neighborhood-serving retail, neighborhood-serving office, and limited residential on a single floor above the commercial ground floor. Residential uses are limited to a maximum density of 10 dwelling units per acre. This designation is intended to provide integrated neighborhood-serving commercial areas adjacent to the residential neighborhoods. The maximum floor area ratio (FAR) is 0.5.

Downtown Commercial

Permits community serving retail, community serving office, and residential on the floor above street level only if commercial is on the street level. Residential uses are limited to a maximum density of 10 dwelling units per acre. This designation is intended to provide an integrated community serving commercial area downtown. The maximum floor area ratio (FAR) allowed is 1.0.

General Commercial

Permits all retail uses, including hotel uses, and major medical facilities, at a maximum floor area ratio (FAR) of 1.0. Office uses are not permitted except for those providing personal services not exceeding 5,000 square feet such as travel and insurance agents.

Corporate Office

Permits a mixture of office and food-serving uses in single-tenant or multi-tenant buildings with limited retail uses permitted in the lobby area. Research and development uses are permitted east of Sepulveda Boulevard. The maximum allowed floor area ratio (FAR) is 0.8.

Smoky Hollow Mixed-Use

Permits primarily light industrial uses including light manufacturing, research and development, warehousing, and office uses. The maximum floor area ratio (FAR) for newly constructed projects is 0.6. Existing structures that exceed 0.6 FAR may be occupied by any permitted use, and shall be allowed to expand up to 50% of the existing floor area ratio (FAR) or 15,000 square feet, whichever is greater, provided they conform to the Smoky Hollow Specific Plan (Policy LU1-3.2). Grand Avenue commercial uses, and multi-family residential, shall also be permitted in locations as designated under the Smoky Hollow Specific Plan. The permitted FAR for commercial uses is 0.5 for newly constructed projects. Existing commercial buildings may be utilized or expanded, using the same criteria as stated above. Permitted residential densities shall be 18 dwelling units per acre. All lots to be developed as multi-family residential must be a minimum of 2.5 acres in size or one complete block, whichever is greater. However, existing lots less than 2.5 acres in size, which are totally surrounded by other land use designations and confined by existing streets shall be allowed to develop as multi-family residential without a variance from the Smoky Hollow Specific Plan.

Urban Mixed-Use

Permits a mixture of office, research and development, retail, and hotel uses. Light industrial uses conducted within a fully enclosed building shall be permitted if approved with a discretionary application. The maximum floor area ratio (FAR) is limited to 1.3.

Parking

Permits areas for parking automobiles, motorcycles, and bicycles in surface or structured parking. Specific properties have been designated as parking to insure that adequate long-term parking space will be available.

Industrial Designations

Light Industrial

Permits light manufacturing, warehousing, research and development, and office. Light manufacturing is defined as the assembly, packaging, fabrication, and processing of materials into finished products, rather than the conversion or extraction of raw materials. The light industrial activity shall be conducted primarily within structures; outside storage areas and assembly activity should be limited. The maximum floor area ratio (FAR) allowed is 0.6. Other compatible uses and additional FAR may be permitted for individual projects by the approval of a Specific Plan with supplemental environmental analysis.

Heavy Industrial

Permits heavy manufacturing uses such as construction yards, factories, generating stations, extraction of raw materials, and refining. All uses must conform to the policies of the Hazardous Materials Element. The maximum allowed floor area ratio (FAR) is 0.6.

Institutional Designations

Public Facilities

Permits publicly owned facilities such as schools, maintenance yards, utilities, the Civic Center, and the Library.

Federal Government

Permits a U.S. Government facility that is consistent with surrounding uses.

Open Space Designations

Open Space

Permits passive or active use of areas preserved as useable or visual open space both publicly- and privately-owned. These areas include the El Segundo Blue Butterfly preserve, utility easements, and the existing flood control sumps.

Parks

Permits passive or active use of areas developed as parks, for community and recreational uses. Designated park areas are publicly-owned.

Proposed Land Use Plan

The following is a discussion of the 1992 Land Use Plan, which indicates future land uses for the entire City. For ease of discussion, the City is divided into four quadrants and the proposed land use designations within that quadrant are discussed. To know what is allowed under each designation, please reference the land use definitions listed above.

Northwest Quadrant

The northwest quadrant of the City has the most varied mix of uses within the City. All of the City's residential units, the Downtown area, the Civic Center, and the older industrial area of Smoky Hollow, are located in this quadrant. The 1992 Plan retains the three residential designations found on the old Plan: single-family, two-family, and multi-family, plus a new designation of Planned Residential Development. The Plan shows 357.4 acres of single-family, 57.4 acres of two-family, 115.9 acres of multi-family and 5.7 acres of planned residential development. This includes the re-designation of Imperial Avenue School, which is no longer used for educational purposes, from public facility to planned residential development. The total number of dwelling units projected by the Plan is 7,602. One of the major goals of the 1992 Plan is to preserve the residential neighborhoods.

The Smoky Hollow area, which houses many of the City's older industrial uses, has been designated Smoky Hollow Mixed-Use, in recognition of the existing Smoky Hollow Specific Plan. The Specific Plan allows a combination of industrial, retail, office, and residential uses. The Smoky Hollow area is approximately 93 acres.

The 30-acre Downtown area is designated as Downtown Commercial, where existing uses are already of a community-serving nature. There are also 7.1 acres designated for Neighborhood Commercial uses along Grand and Imperial Avenues and at Mariposa and Center Streets. These have been designated only where there are existing neighborhood-serving commercial uses.

The public schools, private schools, Civic Center, Library, and other public uses are all shown as Public Facilities. In addition, each of the existing public parks are designated as such. The open space areas under utility transmission corridors and the preserve for the Blue Butterfly are designated as open space.

The areas designated for parking on the Plan include public- and privately-owned lots which are necessary to serve existing businesses and the Downtown area.

The southwest corner of Sepulveda Boulevard and Imperial Avenue is designated Corporate Office (17.8 ac) allowing a mix of office uses, similar to what exists there now, with retail in the lobby.

There are General Commercial uses indicated along Sepulveda Boulevard, where there are existing commercial uses including the Hacienda Hotel. There is also one General Commercial area along Imperial Avenue, where the Crown Sterling Suites Hotel now exists.

Southwest Quadrant

The Southwest Quadrant has only three designations: heavy industrial, parking, and open space. The heavy industrial area covers the entire Chevron Refinery, as well as the Southern California Edison Generating Station. These uses total 958 acres.

The parking designation is an existing surface lot in the southwest corner of the City which provides 120 parking spaces for an adjacent commercial center in the City of Manhattan Beach. Chevron leases this area to the adjacent commercial property owners and the area is required to meet their parking needs. This area totals 0.84 acres.

The open space beach area along the coast comprises 3 acres. The landscaped buffer surrounding the Chevron facility and the Chevron Employee Park are encouraged to remain as they provide beneficial open space.

Northeast Quadrant

On the 1992 Land Use Plan, the majority of the northeast quadrant is designated either Corporate Office (193.4 ac) or Urban Mixed- Use (279.0 ac). Corporate Office allows a mixture of office uses with retail in the lobby. This designation covers the "Superblock Area" and will allow uses similar to those currently in that area.

The Urban Mixed-Use designation allows a mixture of uses, including office, hotels, and retail and light industrial with discretionary approval. The Urban Mixed-Use designation is designed to allow for a flexibility of uses near the three proposed, and one future, Green Line transit stations. For the most part, the types of uses allowed are different from the light and heavy industrial uses currently in this area. The designation will accommodate a transition from these uses, which is being driven by the market forces described in the Economic Development Element.

General Commercial uses are proposed along Sepulveda Boulevard and along El Segundo Boulevard, east of Aviation Boulevard. This designation allows retail and hotel uses. The site along El Segundo Boulevard, east of Aviation Boulevard (3.8 ac), as well as the site at the northeast corner of Sepulveda Boulevard and Mariposa Avenue (3.2 ac) are already in commercial use. The site on the southeast corner of Sepulveda Boulevard and Mariposa Avenue (7.1 ac) is currently vacant, except for an existing bank building. The site at the southeast corner of Sepulveda Boulevard and Imperial Avenue (7.3 ac) is currently used for office, but the land use designation of General Commercial would allow recycling of the site to a commercial use.

The area bounded by Nash Street, Maple Avenue, Lairport Street, and Imperial Avenue is designated as light industrial, which is consistent with the uses currently operating in that area, primarily the Hughes facility (50.4 ac).

The area bounded generally by Aviation Boulevard, El Segundo Boulevard, and Douglas Street is currently a U.S. Government Air Force Base (48.5 ac), which is expected to remain for the life of the Plan. The Federal Government designation placed on this area will allow the types of uses that are existing.

Southeast Quadrant

The majority of the southeast quadrant is designated light industrial (365.9 ac). This category allows for a mixture of light industrial and office uses, similar to what is now existing in some of the business parks between Douglas Street and Aviation Boulevard.

The southern portion of the quadrant, along Rosecrans Avenue west of Aviation Boulevard, is designated as Urban Mixed-Use, allowing a mixture of office, hotel, and retail uses. This area totals 70.6 acres. The northeast corner of Rosecrans Avenue and Sepulveda Boulevard (84.8 ac), currently occupied by Air Products and Allied Chemical, are designated for heavy industrial. There is a small commercial piece (0.9 ac) along Sepulveda Boulevard, just south of El Segundo Boulevard.

The remaining land in the southeast quadrant is designated as public facilities for the Green Line station along El Segundo Boulevard and the proposed water reclamation facility north of Hughes Way, parks for the Golf Course/Driving Range along Sepulveda Boulevard, and open space along the Southern California Edison transmission line rights-of-way. The privately-owned park for Hughes employees is also designated as open space, to ensure it will continue to be used as a recreation facility.

The U.S. Government Air Force Base south of El Segundo Boulevard (42.1 ac) has been placed in the Federal Government land use designation.

Buildout Projections

The buildout projections for the 1992 General Plan are shown in Exhibit LU-3. Exhibit LU-1 shows the existing uses now present in the City; Exhibit LU-2 shows the buildout of existing trends under the previous General Plan.

The existing trends scenarios are shown in order to present a more accurate buildout for the City. In some cases, development that occurred prior to either this or the previous General Plan was more

intense than either Plan allowed. The existing trends scenarios, therefore, take these existing uses into account, where they are expected to remain for the life of the Plan.

Each exhibit shows the amount of acreage by land use designation and number of dwelling units or square footage projected, where appropriate. The total number of dwelling units increases on the 1992 Plan because of land designated for a higher intensity residential use that has not yet been developed to its allowed density. The projected 7,602 dwelling units would house an estimated population of 17,105 people. In addition, the projected non-residential buildout of the 1992 General Plan is less than the projected buildout of the previous General Plan. This is due to the fact that some allowed FAR's were lowered in order to project a more realistic and achievable buildout scenario.

Summary of Existing Uses

Land Use Category	Acres	Dwelling Units	Square Footage
Single-Family Residential	397.9	3,183	—
Two-Family Residential	45.7	810	—
Multi-Family Residential	89.2	3,026	—
Neighborhood Commercial	41.9	85	900,000
General Commercial	21.3	86	1,208,000
Corporate Office	235.2	—	10,573,000
Light Industrial	525.2	—	10,232,000
Heavy Industrial	1,265.5	—	4,511,000
Parking	6.5	—	—
Public Facilities	80.2	—	—
Federal Government	96.5	—	—
Open Space	162.7	—	—
Streets & Railroad R.O.W.	442.6	—	—
Vacant	83.9	—	—
Totals	3,494.4	7,190	27,424,000

1990 Population	15,223
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**Previous General Plan
Summary of Existing Trends Buildout**

Land Use Category	Acres	Dwelling Units	Square Footage
Single-Family Residential	359.4	2,875	—
Two-Family Residential	60.5	1,061	—
Multi-Family Residential	112.7	3,799	—
Neighborhood Commercial	37.0	—	1,612,000
General Commercial	21.1	—	1,438,000
Corporate Office	262.7	—	19,703,000
Parking	7.9	—	—
Light Industrial	603.9	—	26,306,000
Heavy Industrial	1,255.3	—	12,471,000
Public Facilities	72.7	—	—
Federal Government	96.5	—	—
Open Space	162.1	—	—
Streets & Railroad R.O.W.	442.6	—	—
Totals	3,494.4	7,735	61,530,000

Population Projection	17,404
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Source: City of El Segundo Planning Department and The Lightfoot Planning Group

CITY OF EL SEGUNDO • GENERAL PLAN

**Previous General Plan
Summary of Existing Trends Buildout**

exhibit

LU-2

1992 General Plan
Summary of Existing Trends Buildout

Land Use Category	Acres	Dwelling Units	Square Footage
Single-Family Residential	357.4	2,859	—
Two-Family Residential	57.4	934	—
Planned Residential	5.7	65	—
Multi-Family Residential	115.9	3,316	—
Neighborhood Commercial	7.1	85 ¹	100,000
Downtown Commercial	30.4	86 ¹	1,237,000
General Commercial	44.3	—	1,930,000
Corporate Office	211.2	—	12,351,000
Smoky Hollow	93.6	257	1,986,000
Urban Mixed Use	349.6	—	19,797,000
Parking	15.8	—	—
Light Industrial	356.1	—	18,529,000
Heavy Industrial	1,086.8	—	— ²
Public Facilities	92.5	—	—
Federal Government	90.6	—	—
Open Space	84.9	—	—
Parks	52.5	—	—
Streets & Railroad R.O.W.	442.6	—	—
Totals	3,494.4	7,602	55,930,000

Population Projection	17,105
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¹ Existing construction such as the market, and recently constructed, renovated commercial centers and legal non-conforming residential uses at densities that are currently higher than allowed by the land use designations in this plan will not realistically be converted to mixed commercial/residential uses and these buildings are expected to remain for the life of the Plan.

² The heavy industrial shown on this plan includes the Chevron Refinery, Southern California Edison Generating Station, Air Products and Allied Chemical facilities. These facilities have processing equipment and tanks rather than buildings and are expected to remain for the life of the Plan. Therefore, no estimated building square footage is shown.

Source: City of El Segundo Planning Department and The Lightfoot Planning Group

CITY OF EL SEGUNDO • GENERAL PLAN

1992 General Plan
Summary of Existing Trends Buildout

exhibit

LU-3



CITY OF EL SEGUNDO • GENERAL PLAN

Land Use Map

exhibit

LU-4

Goals, Objectives, Policies, and Programs

Goal LU1: Maintenance of El Segundo's "Small Town" Atmosphere

Maintain El Segundo's "small town" atmosphere, and provide an attractive place to live and work.

Objective LU1-1 Preserve and maintain the City's low-medium density residential nature, with low building height profile and character, and minimum development standards.

Objective LU1-2 Prevent deterioration and blight throughout the City.

Policy LU1-2.1

Enforce existing housing codes, which require minimum health and safety standards, to rehabilitate and revitalize areas that may need assistance.

Policy LU1-2.2

Prevent deterioration and blight; properties should be maintained at all times in accordance with City of El Segundo codes.

Policy LU1-2.3

Coordinate public improvements and beautification efforts with service groups, citizen groups, and organizations who are interested in upgrading the community.

Objective LU1-3 Allow for the continued operation and orderly conversion of existing uses as they change to conform with the new land use designations.

Policy LU1-3.1

All existing legal or legal non-conforming uses or structures within the non-residential land use categories, with the exception of Smoky Hollow, in existence as of the effective date of the Plan, which are now non-conforming or which became non-conforming with the land use definitions of this Plan, shall be permitted to continue and to remodel or rebuild provided that the structure does not remain vacant for a period of 12 consecutive months. Such structures shall also be permitted to expand up to 20 percent or 15,000 square feet, whichever is less, provided that the entire structure after expansion meets all applicable zoning criteria. Expansion of a non-conforming use within a conforming building is not permitted.

This policy shall also apply to all previously designated commercial properties which have been designated multi-family by this Plan.

Policy LU1-3.2

Non-conforming uses and structures within the Smoky Hollow Land Use designation must comply with the applicable provisions of the Smoky Hollow Specific Plan.

Policy LU1-3.3

All existing legal or legal non-conforming structures within the residential land use categories, in existence as of the effective date of the Plan, which are now non-conforming or which become non-conforming with the land use designations of this Plan, shall be permitted to continue and to remodel or rebuild. Such structures may be expanded provided that any expansion or new structure is in conformance with all applicable zoning criteria.

Objective LU1-4

Preserve and maintain the City's Downtown and historic areas as integral to the City's appearance and function.

Objective LU1-5

Recognize the City as a comprehensive whole and create policies, design standards, and monumentation that will help create a sense of place for the entire City.

Policy LU1-5.1

Encourage active and continuous citizen participation in all phases of the planning program and activities.

Policy LU1-5.2

Adopt a comprehensive sign ordinance which will regulate the quantity, quality, and location of signs.

Policy LU1-5.3

Preserve existing street trees and encourage new ones consistent with the City Street Tree Program.

Policy LU1-5.4

Adopt action programs which will provide for planting of trees in all the City streets, landscaping of median strips in major and secondary highways, improvement and beautification of parking lots, railroad rights-of-way, unsightly walls or fences, and vacant lots.

Policy LU1-5.5

Develop an active program to beautify the major entrances to the City. Landscaping and an attractive monument with the City's name and other design features would heighten the City's identification.

Policy LU1-5.6

Require all projects to adhere to the processing and review requirements found in the City Zoning Ordinance and the guidelines

for the implementation of the California Environmental Quality Act (CEQA).

Policy LU1-5.7

Appropriate buffers such as walls, landscaping, or open space, shall be provided between residential and non-residential uses. Development within the Corporate Office area abutting Single-Family Residential shall maintain a 100-foot building setback, including a 25-foot landscape buffer, adjacent to the Single-Family area.

Policy LU1-5.8

Innovative land development and design techniques as well as new materials and construction methods should be encouraged.

Goal LU2: Preservation and Enhancement of El Segundo's Cultural and Historic Resources

Preserve and enhance the City's cultural heritage and buildings or sites that are of cultural, historical, or architectural importance.

Objective LU2-1 Maintain the distinct character of the existing areas of the City.

Policy LU2-1.1

New development adjacent to a building of cultural, historical, or architectural significance shall be designed with a consistent scale and similar use of materials.

Objective LU2-2 Encourage the preservation of historical and cultural sites and monuments.

Policy LU2-2.1

Take an active role in documenting and preserving buildings of cultural, historical, and architectural significance. This should include residential, non-residential, and publicly-owned buildings.

Program LU2-2.1A

The City shall conduct a thorough survey of all buildings of cultural, historical, or architectural significance within the City.

Program LU2-2.1B

The City shall investigate methods for preserving historical buildings, including overlay zoning districts, historical designations, and national register listings.

Policy LU2-2.2

Take an active role in assisting individual owners or groups in documenting and preserving buildings of potential cultural, historical, or architectural significance.

Objective LU2-3

Develop public programs and facilities which will meet the cultural needs of the City's various age, income, and ethnic groups.

Goal LU3: Proper Distribution of Residential Land Uses

Promote the health, safety, and well being of the people of El Segundo by adopting standards for the proper balance, relationship, and distribution of the residential land uses.

Objective LU3-1

Preserve, protect, and extend, if possible, existing Single-Family Residential uses.

Policy LU3-1.1

Existing R-1 zoned areas shall not be rezoned for higher intensity uses.

Policy LU3-1.2

Single-family units shall receive priority consideration in implementation of any rehabilitation programs implemented by the City.

Objective LU3-2

Preserve and maintain the City's low-medium density residential nature, with low building height profile and character, and minimum development standards.

Policy LU3-2.1

Promote construction of high quality Multi-Family Residential developments with ample open space, leisure and recreational facilities.

Policy LU3-2.2

Multi-family developments will be located only in appropriate places and evaluated carefully to insure that these developments are not detrimental to the existing single-family character.

Policy LU3-2.3

Appropriate buffers such as walls, landscaping, or open space, shall be provided between residential and non-residential uses.

Policy LU3-2.4

Low density areas shall be preserved and zone changes to higher density shall be carefully investigated for compatibility to existing uses.

Policy LU3-2.5

Concerted public and private effort should be directed toward the upgrading and rehabilitation of older dwellings and toward the removal of substandard units.

Policy LU3-2.6

Develop property maintenance standards to insure proper upkeep of all residential properties.

Policy LU3-2.7

Develop housing programs to retrofit and improve existing homes.

Objective LU3-3 Encourage the development of viable attractive neighborhoods, free from blight and deterioration.

Policy LU3-3.1

Adopt and enforce recreational area requirements for large multiple unit developments.

Policy LU3-3.2

Establish guidelines for new Multi-Family Residential development to ensure they maintain the existing scale and character of the neighborhood.

Goal LU4: Provision of a Stable Tax Base for El Segundo Through Commercial Uses

Provide a stable tax base for the City through development of new commercial uses, primarily within a mixed-use environment, without adversely affecting the viability of Downtown.

Objective LU4-1 Promote the development of high quality retail facilities in proximity to major employment centers.

Policy LU4-1.1

Require landscaping, its maintenance, and permanent upkeep on all new commercial developments.

Policy LU4-1.2

All commercial facilities shall be built and maintained in accordance with Health and Safety Code requirements and shall meet seismic safety regulations and environmental regulations.

Policy LU4-1.3

Residential areas adjoining commercial developments shall be adequately buffered by landscaping, berms, screening, or open space. Height limits shall be established in all commercial zones to protect the privacy and solar access of adjacent residential uses.

Policy LU4-1.4

New commercial developments shall meet seismic safety standards and regulations, as well as comply with all noise, air quality, water, and environmental regulations.

Objective LU4-2

Create an integrated, complimentary, attractive multi-use Downtown to serve as the focal point for the civic, business, educational, and social environment of the community.

Policy LU4-2.1

Revitalize and upgrade commercial areas, making them a part of a viable, attractive, and people-oriented commercial district. Consideration should be given to aesthetic architectural improvements, zoning, and shopper amenities.

Policy LU4-2.2

The City shall participate in Downtown revitalization efforts through a commitment of staff time and technical assistance.

Policy LU4-2.3

Utilize public spaces for Downtown activities and special events.

Policy LU4-2.4

The City shall commit to maintaining and upgrading where necessary the public areas Downtown.

Policy LU4-2.5

The Downtown area will provide adequate parking, through both public and private efforts, to meet demand.

Program LU4-2.5A

Develop an on-going program to analyze the peak hour parking needs of the Downtown area.

Policy LU4-2.6

The Downtown area shall maintain and encourage low-scale architectural profile and pedestrian-oriented features, consistent with existing structures.

Policy LU4-2.7

Investigate development of shuttle service to provide public transportation access to Downtown, as well as future commercial areas.

Policy LU4-2.8

Limit number of "fast food" (lunch time) restaurants in the Downtown area, to address parking concerns at peak hours.

Policy LU4-2.9

Within one year after adoption of the General Plan, the City shall initiate the development of a Downtown Traffic Mitigation Plan, designed to mitigate traffic impacts associated with development at FAR 1.0.

Objective LU4-3 Provide for new office and research and development uses.

Policy LU4-3.1

Encourage retail uses, where appropriate, on the ground floor of Urban Mixed-Use and corporate offices with other uses above.

Policy LU4-3.2

Encourage mixed-use developments within one quarter mile of the Green Line stations.

Policy LU4-3.3

Develop guidelines and standards for high-rise buildings within the Zoning Code, including height limits which will minimize non-residential encroachment on the nearby residential community by retaining the open and expansive views of the horizon from the existing residences.

Policy LU4-3.4

Develop parking guidelines that encourage employers to provide incentives for using public transportation, plan for reducing Vehicle Miles Traveled (VMT), and dedicate shuttles to and from the Green Line.

Policy LU4-3.5

Research and development uses shall be allowed within the Corporate Office designation east of Sepulveda Boulevard.

Policy LU4-3.6

Require landscaping, its maintenance, and permanent upkeep in all new office and mixed-use developments.

Objective LU4-4 Provide areas where development has the flexibility to mix uses, in an effort to provide synergistic relationships which have the potential

to maximize economic benefit, reduce traffic impacts, and encourage pedestrian environments.

Policy LU4-4.1

Policies and zoning regulations shall be developed to help guide the development of commercial activities within mixed-use projects.

Policy LU4-4.2

Adopt and implement a pedestrian plan throughout the northeast quadrant of the City.

Policy LU4-4.3

Develop guidelines to ensure a mix of uses, including office, hotel, and commercial in the Urban Mixed-Use designation.

Policy LU4-4.4

Promote commercial uses, in conjunction with other uses, in buildings within a quarter-mile walking radius of the Green Line stations.

Policy LU4-4.5

The City shall require submittal and implementation of a Transportation Management Plan (TMP) for all projects within the Urban Mixed-Use area, and shall encourage a TMP for all projects within the northeast quadrant.

Policy LU4-4.6

Promote mixed-use development near transit nodes and encourage modes of transportation that do not require an automobile.

Policy LU4-4.7

Develop a plan and implementation measures for pedestrian links throughout the Urban Mixed-Use area.

Policy LU4-4.8

Develop guidelines for mixed-use, high intensity nodes within a quarter-mile walking radius of the Green Line stations.

Goal LU5: Attraction of Clean and Beneficial Industrial Uses

Retain and attract clean and environmentally safe industrial uses that provide a stable tax base and minimize any negative impact on the City.

Objective LU5-1

Attract the kinds of industrial uses which will be economically beneficial to the community as well as enhance the environmental quality of the City.

Policy LU5-1.1

Offensive and hazardous industrial uses should be restricted to designated locations and appropriate regulations adopted to minimize hazards.

Policy LU5-1.2

Prohibit those uses that deal with the transfer and storage of waste material.

Objective LU5-2

Encourage the construction of high-quality, well designed industrial developments through adoption of property development standards and provisions of community services and utilities.

Policy LU5-2.1

New industrial developments shall provide landscaping in parking areas and around the buildings. This landscaping is to be permanently maintained.

Policy LU5-2.2

All outdoor storage shall be properly screened by masonry walls and landscaping.

Policy LU5-2.3

New industrial developments shall comply with seismic, noise, air, water, and environmental regulations.

Policy LU5-2.4

New industries should have good accessibility to secondary or major transportation routes.

Policy LU5-2.5

Employee recreational facilities shall be provided, by the employer, for large industrial developments.

Objective LU5-3

Encourage the rehabilitation of existing substandard blighted industrial areas through the combined efforts of private and public sectors.

Policy LU5-3.1

Revitalize and upgrade industrial areas which contain aesthetic or functional deficiencies in such areas as landscaping, off-street parking, or loading areas.

Objective LU5-4

Preserve and maintain a balanced and diversified industrial base.

Objective LU5-5

Establish policies and guidelines to guide light industrial development near residential areas.

Objective LU5-6 Encourage a mix of office and light industrial uses in industrial areas.

Policy LU5-6.1

Develop guidelines to address a mix of office, research and development, and light industrial uses in Smoky Hollow.

Goal LU6: Maintenance of Parks and Recreation Facilities

Maintain and upgrade the existing excellent parks, recreation, and open space facilities within the City of El Segundo.

Objective LU6-1 The development of parks, open space, and recreational facilities should be consistent with the guidelines, policies, and programs of the Open Space and Recreation Element.

Policy LU6-1.1

Continue to provide uniform and high quality park and recreational opportunities to all areas of the City, for use by residents and employees.

Policy LU6-1.2

Encourage parks and recreational facilities to be located within walking distance of every household.

Policy LU6-1.3

Utilization of utility easements (flood control, power line rights-of-way) for recreational, open space, and beautification purposes should continue and additional possibilities should be explored.

Goal LU7: Provision of Quality Infrastructure

Provide the highest quality public facilities, services, and public infrastructure possible to the community.

Objective LU7-1 Provide the highest and most efficient level of public services and public infrastructure financially possible.

Policy LU7-1.1

Continue the excellent public safety programs, including fire and police protection, currently enjoyed by the City.

Policy LU7-1.2

No new development shall be allowed unless adequate public facilities are in place or provided for.

Policy LU7-1.3

Develop, adopt, and implement a street lighting plan which provides a uniform and high quality of street lights in all areas of the City.

Policy LU7-1.4

Storm drain and flood control facilities shall be maintained throughout the City to protect residents and structures from an anticipated 50-year flood.

Policy LU7-1.5

The adequacy of library services should be monitored annually and maintained.

Policy LU7-1.6

The City shall review proposed residential developments in the context of adequacy of present and future required school facilities and seek to assist the school district in meeting school facility requirements to accomodate such developments.

Objective LU7-2 Promote City appearance and cultural heritage programs.

Policy LU7-2.1

Coordinate public improvements and beautification efforts with service groups, citizen groups, and organizations who are interested in upgrading the community.

Policy LU7-2.2

Continue long-term programs in conjunction with Southern California Edison and the Los Angeles Department of Water and Power for eventually placing all utilities, that they are responsible for, underground.

Policy LU7-2.3

All new development shall place utilities underground.

Policy LU7-2.4

All new public buildings shall have adequate off-street parking spaces, or the City shall provide adequate public transportation, in accordance with the provisions and standards of all elements of the General Plan, to accommodate employees and the public.

Policy LU7-2.5

All public facilities and utilities should be designed to enhance the appearance of the surrounding areas in which they are located.

Objective LU7-3 Provide adequate maintenance for all public infrastructure facilities within the City.

Policy LU7-3.1

The City shall continue the identification of need for infrastructure maintenance and replacement, and program that maintenance and replacement through the Capital Improvements Program (CIP), which is tied to the City budget.

The City of El Segundo General Plan - 1992

CIRCULATION ELEMENT

4. Circulation Element

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4. Circulation Element

Introduction

The circulation system is one of the most important of all urban systems in determining the form and quality of the El Segundo environment. The circulation modes used, location of routes, operational policies and the operating levels of service influence the nature of urban development, the physical organization of the City, and can enhance or limit the social and economic activity within the City.

Purpose and Authority

The purpose of the Circulation Element is to assist the City in providing a safe, convenient, and efficient circulation system. The Circulation Element identifies a system capable of responding to growth occurring consistent with the policies and Land Use Plan presented in the Land Use Element. The Circulation Element identifies physical improvements that will be needed to attain the Circulation goals and objectives, as well as alternative techniques to improve the City's circulation system.

The Circulation Element was developed in conjunction with the revision of the City of El Segundo's General Plan. State law requires that a circulation element be incorporated into the general plan. The pertinent government code sections are as follows:

- Government Code Section 65302(b): The general plan shall include . . . a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.
- Government Code Section 95303: The general plan may . . . address any other subjects which, in the judgment of the legislative body, relate to the physical development of the County or City.

Related Plans and Programs

Circulation issues and travel patterns extend far beyond the El Segundo city limits. Consequently, the circulation system within the City is heavily impacted by land use and circulation plans and developments of other jurisdictions. The impact to the City's circulation system of projected land use changes and circulation system improvements of other jurisdictions, as projected during the development of the General Plan, were incorporated into the analysis and preparation of the Circulation Element.

Summary of Existing Conditions

Existing Street System

The City of El Segundo is served by the existing network of roadways shown on Exhibit C-1. The existing street network is essentially a grid system of north/south and east/west roadways. The primary north/south roadways are Aviation Boulevard, Douglas Street, Nash Street, Sepulveda Boulevard, Center Street, Main Street, and Vista Del Mar. The primary east/west streets are Imperial Highway, Imperial Avenue, Maple Avenue, Mariposa Avenue, Grand Avenue, El Segundo Boulevard, and Rosecrans Avenue. Each of these arterial roadways is described in the Existing Conditions Report.

Daily Operating Conditions on Existing Street Network

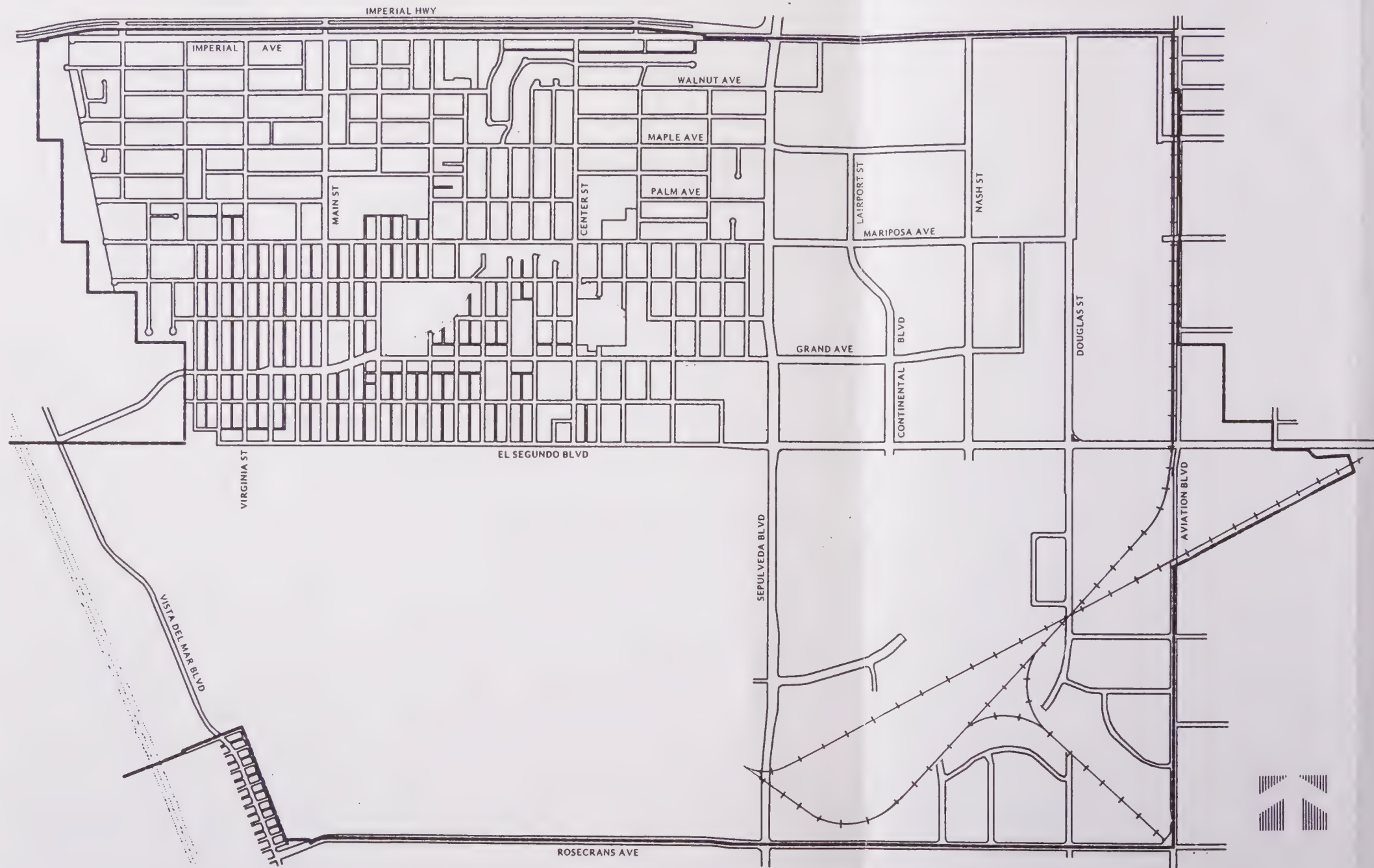
Daily operating conditions were analyzed on each of the arterials designated on the City's Master Plan of Roadways. This was done by comparing the average daily traffic volume for each arterial to the estimated daily capacity and developing a corresponding Level of Service (LOS) estimate of operating conditions. The daily traffic volume, and estimated roadway capacity, and resulting LOS for each of the key roadways in the City are shown on Exhibit C-2. A definition of Level of Service (LOS) is included in Exhibit C-3.

Review of Exhibit C-2 reveals that the majority of roadways in the City of El Segundo operate at LOS "C" or better. Several roadway links operate at LOS "D." These are:

- Aviation Boulevard from Hawaii Street to Rosecrans Avenue
- El Segundo Boulevard from Nash Street to Douglas Street
- Imperial Highway from Sepulveda Boulevard to Nash Street
- Rosecrans Avenue from Douglas Street to Aviation Boulevard
- Sepulveda Boulevard from Imperial Highway to Mariposa Avenue

One roadway segment operates at LOS "E":

- Sepulveda Boulevard from El Segundo Boulevard to Hughes Way



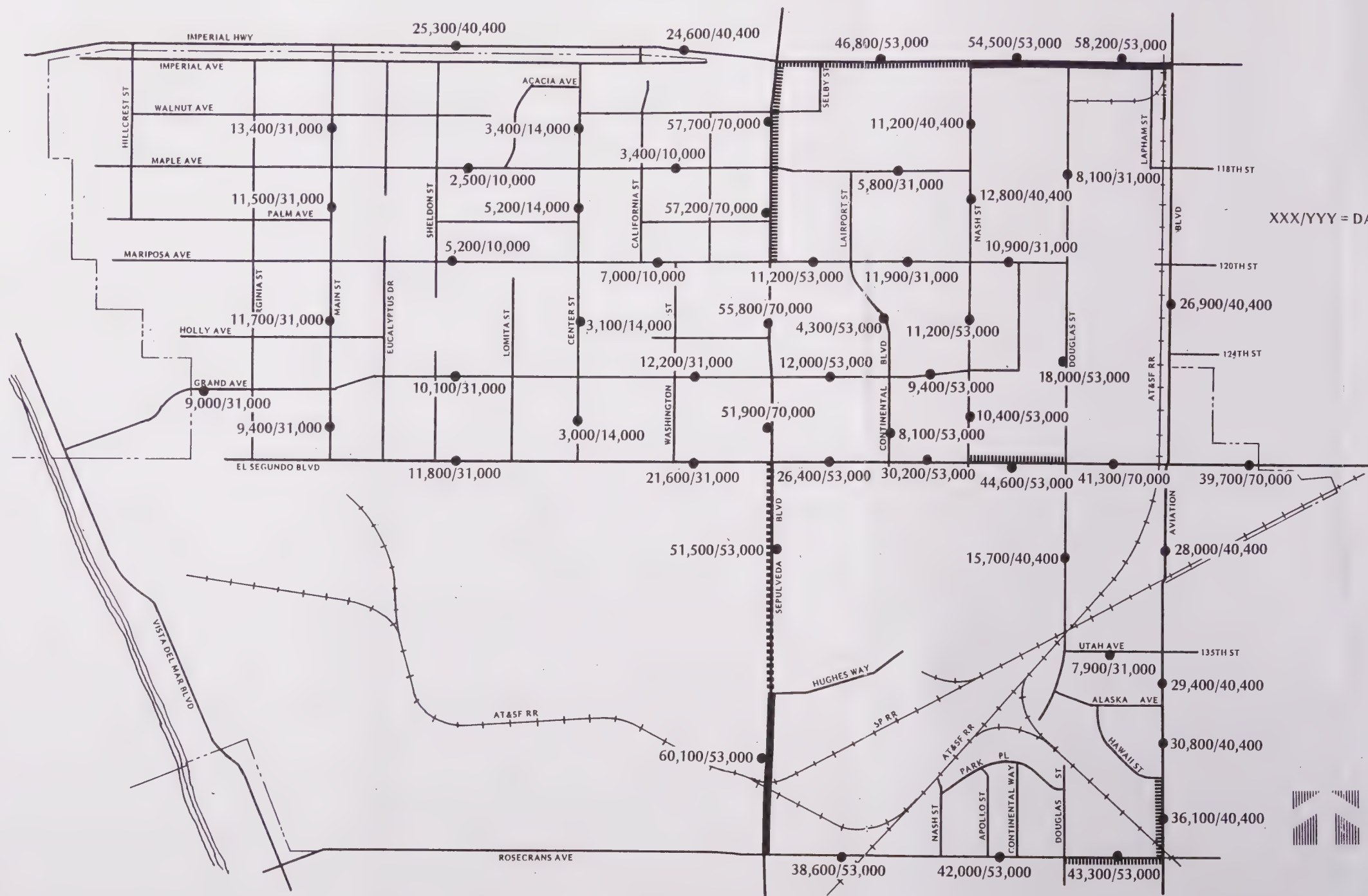
SOURCE: CITY OF EL SEGUNDO PLANNING DEPARTMENT

CITY OF EL SEGUNDO • GENERAL PLAN

Existing El Segundo Street Network

exhibit

C-1



LEGEND

XXX/YYY = DAILY TRAFFIC VOLUME/ESTIMATED ROAD CAPACITY

ROADWAY OPERATING AT

- LOS C OR BETTER
- ▤ LOS D
- ▥ LOS E
- ▧ LOS F

SOURCE: CITY OF EL SEGUNDO 1988 TRAFFIC COUNT PROGRAM

CITY OF EL SEGUNDO • GENERAL PLAN

Summary of Existing Daily Roadway Operation

exhibit

C-2

<u>Level of Service (LOS)</u>	<u>Operating Conditions</u>	<u>Volume/Capacity Ratio (V/C)</u>
A	Free flow, no restrictions on maneuvering or operating speeds. Low traffic volumes and high speeds.	.06 or less
B	Stable flow, more restrictions. Operating speeds beginning to be affected by traffic volumes.	.61-.70
C	Stable flow, more restrictions. Speed and maneuverability more closely controlled by higher traffic volumes.	.71-.80
D	Approaching unstable flow. Traffic volumes profoundly affect arterials.	.81-.90
E	Unstable flow, some stoppages. Speeds lower than LOS "D." Constitutes maximum capacity by definition.	.91-1.0
F	Forced flow, many stoppages. Low operating speeds, at times dropping to zero.	unidentified

Source: Highway Capacity Manual, 1987

SIGNALIZED INTERSECTIONS

<u>LEVEL OF SERVICE</u>	<u>TRAFFIC QUALITY</u>	<u>RANGE OF ICU</u>
A	Low volume; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00-0.60
B	Operating speed beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak hour traffic periods.	0.61-0.70
C	Operating speeds and maneuverability closely controlled by other traffic, between 11 and 38 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.	0.71-0.00
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81-0.90
E	Capacity, the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91-1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	Over 1.00

Unsignalized Intersections

The levels of service for the Unsignalized Intersections are a function of the intersection's reserve capacity or amount of additional capacity remaining on the major street for use by vehicles entering or leaving the major Street. The 1985 Highway Capacity Manual (HCM) describes the level of service criteria for Unsignalized intersections as follows:

<u>LEVEL OF SERVICE</u>	<u>RESERVE CAPACITY*</u>	<u>EXPECTED DELAYS TO CROSS STREET TRAFFIC</u>
A	Over 400	Little or no delay
B	300-399	Short traffic delays
C	200-299	Average traffic delays
D	100-199	Long traffic delays
E	0-99	Very long traffic delays
F	**	Extreme traffic delays

* Passenger car equivalents per hour

** When demand volume exceeds the capacity of the lane, extreme delays will be encountered which might affect other traffic movements in the intersection. This condition usually warrants improvement to the intersection.

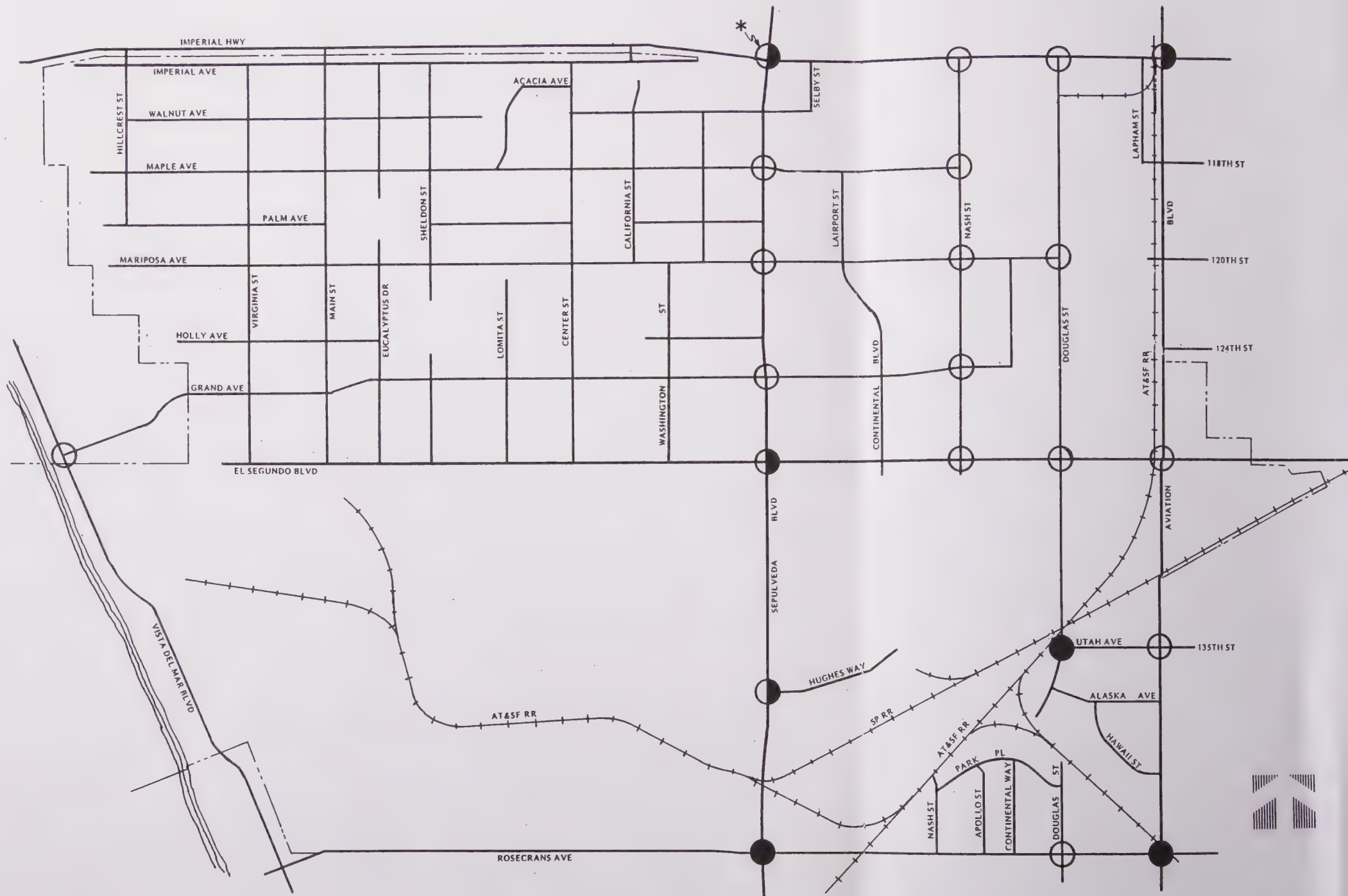
Source: 1985 Highway Capacity Manual, TRB Report No. 209

CITY OF EL SEGUNDO • GENERAL PLAN

Level of Service Description for Intersections

exhibit

C-5



- LEGEND
- AM AND PM LOS D OR BETTER
 - ◐ AM LOS E OR F
 - ◑ PM LOS E OR F
 - AM AND PM LOS E OR F
 - * AM COUNTS NOT AVAILABLE

SOURCE: CITY OF EL SEGUNDO, CITY OF MANHATTEN BEACH AND COUNTY OF LOS ANGELES

CITY OF EL SEGUNDO • GENERAL PLAN

Summary of Existing Peak Hourly Intersection Operation

exhibit

C-6

low volume streets. The presently adopted City circulation system consists of local streets, collector streets, secondary arterials, major arterials, and freeways. There are a myriad of other categories or names for the components of a circulation system. However, it should be recognized that the classification is not as important as the function to be fulfilled.

The functions of the above street categories are as follows:

- **Local Streets** principally provide vehicular, pedestrian, and bicycle access to property abutting the public right-of-way with movement of traffic acting only as a secondary function.
- **Collector Streets** are intended to serve as the intermediate route to handle traffic between local streets and arterials. In addition, collector streets provide access to abutting property.
- **Major and Secondary Arterials** function to connect traffic from collectors to the major freeway system. They move large volumes of automobiles, trucks and buses, and link the principal elements within the City to other adjacent regions.
- **Freeways** are controlled access, high speed roadways with grade separated interchanges intended to expedite movement between distant areas in a metropolitan community or region.

The basic principles of network circulation, using these various functional street types, is important because it establishes the rationale by which the existing and recommended El Segundo circulation system was evaluated, and by which new proposals should be evaluated in the future. The variety of street types is designed for a specific function to provide adequate service to the community.

In addition to the desired function within the circulation system, the differing roadway classifications should be designed to carry differing amounts of traffic volumes. The capacity of a specific roadway section will be affected by a number of factors, including street width, number of travel lanes, number of crossing arterials and collectors, the number and type of signals, amount of parking, and the number of driveways. Although the capacity on a given roadway link will vary, daily capacities for each of the City's roadway classifications listed, in Exhibit C-7, were determined to be representative of roadway operating conditions in the City of El Segundo. Therefore, these capacity estimates are presented for general planning purposes and for use in traffic analysis throughout the City.

Estimated Daily Roadway Capacity

Master Plan Roadway Classification	Number of Roadway Lanes (a)	Estimated Daily Roadway Capacity (b)
Major Arterial	8 LD	70,000
Secondary Arterial	6 LD	53,000
Collector 4-Lane	4 LU	31,000
Collector 2-Lane	2 LU	14,000
Local	2 LU	10,000
<p>(a) 8 LD = Eight (8) lanes divided 6 LD = Six (6) lanes divided 4 LU = Four (4) lanes undivided 2 LU = Two (2) lanes undivided</p> <p>(b) Estimated Daily Roadway Capacity at Level of Service "E" is considered to be the carrying capacity of the roadway. Numbers indicate vehicles per day for roadway system planning.</p>		

Future Conditions

Streets and Highways

The Circulation Element goals and objectives presented later in this Element, combined with the future traffic demand as indicated by the Land Use Element, formed the basis for planning the future system of streets in El Segundo.

El Segundo Street Classifications and Standards

The recommended street classifications and standards are illustrated in Exhibit C-8 and described in the following paragraphs. These are consistent with regional standards and classifications. For example, the Los Angeles County Plan of Highways indicates a 100-foot right-of-way for a major highway. This would be equivalent to a secondary arterial in the El Segundo Circulation Element.

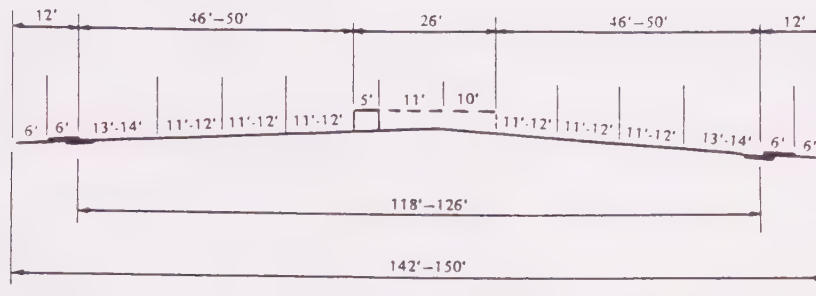
Any street segment which is constructed to geometrics that are inconsistent with the geometrics shown on Exhibit C-8 for the corresponding street classification is generally considered to be substandard. When new roadways are constructed or existing roadways are improved, the standards shown on Exhibit C-8 should be used as a guide to ensure that adequate rights-of-way exist to provide sufficient width of travel lanes, parking lanes, curbs, sidewalks, and medians where appropriate. It should also be noted that right-of-way may be needed beyond the standards shown in Exhibit C-8 in special locations, such as approaches to major intersections.

Freeways

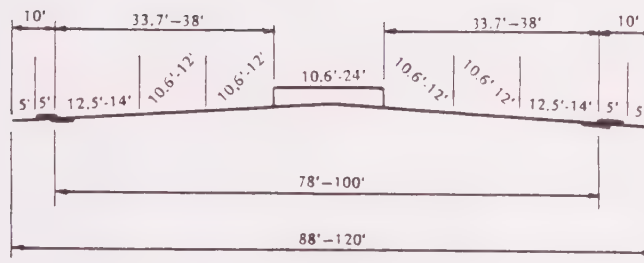
Planning, design, and construction of freeways in California are undertaken by Caltrans. As a result, they fall outside the jurisdiction of a city. Nonetheless, the City played an important role in the selection of the I-105 Freeway alignment, in determining the number of lanes required to carry projected traffic loads, and in locating the major interchanges along the freeway to serve the City street system.

Major Arterials

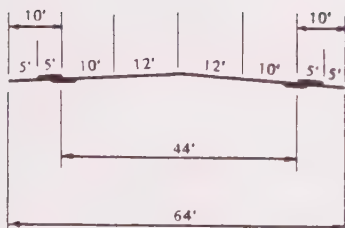
These facilities handle inter-city vehicular trips in the magnitude of 40,000 to 75,000 vehicles per day (vpd). They should be planned for eight lanes of through traffic. In the majority of cases in El Segundo, curb parking will be prohibited during peak periods. Bicycle traffic would travel with vehicular flow or be separated by a path behind the curb. Raised medians to separate opposing flows would be necessary and access controls, such as driveways and minor intersecting streets, would be held to a minimum.



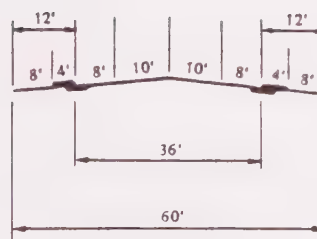
MAJOR ARTERIAL (8 LANES MINIMUM)



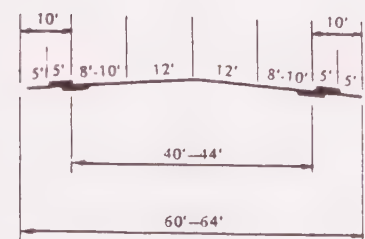
SECONDARY ARTERIAL



COLLECTOR
(2 or 4 LANE)



LOCAL STREET
(RESIDENTIAL)



LOCAL STREET
(COMMERCIAL)

CITY OF EL SEGUNDO • GENERAL PLAN

Street Classification and Standards

exhibit

C-8

Separate left-turn lanes at major signalized intersections would be mandatory with double left-turn lanes the rule rather than the exception. Separate right-turn lanes which also serve as bus loading areas would be considered at locations indicating high turn volumes.

Secondary Arterials

These streets handle intra-city trips in the magnitude of 25,000 to 55,000 vpd and are not as continuous in length as major arterials. At least six throughlanes should be provided to handle these needs along with single or double left-turn lanes (the latter preferably) at major signalized intersections. Curb parking would be prohibited during peak periods. Bicycle traffic would have to use paths behind the curb, separate bicycle lanes, or travel in the street with autos, trucks and buses. Access to this arterial, and minor street intersections, should be held to a minimum.

Collector Streets

Collector streets are anticipated to carry traffic volumes between 15,000 to 40,000 vpd and serve important internal functions within the community. A collector street may have one throughlane per direction; but more realistically, it should have a minimum of two throughlanes (at least during peak periods). Curb parking can be accommodated if abutting property owners have insufficient off-street parking. The function of the collector, however, is to "collect" vehicles from the local street system and transport them to the arterial system as efficiently as possible.

Signalization of collector/local street intersections should be timed to permit the majority of the traffic flow on the collector while allowing local street access. Restriction of free flow along collectors due to unwarranted STOP controls should be discouraged.

Local Streets

Cross sections of local streets vary with building practices, abutting land uses, parking requirements, street trees, and other considerations. Where both sides of the street are served equally in residential areas, the common right-of-way width for a local street is 60 feet with a 36-foot pavement width.

In multi-family areas where there is more or less continuous parking throughout the day and night, a minimum of 40 feet of pavement is required to provide room for two moving lanes of traffic. In commercial and industrial areas, a minimum pavement width of 40 feet is considered necessary. In industrial areas, consideration of the predominant type of trucking, and whether or not maneuvering of trailers must be provided, may require a pavement width of more than 44 feet.

When pavement widths exceed 40 feet on local streets, rights-of-way should be increased above 60 feet. Each parkway width should be 12 feet, including landscaped area and sidewalk. Sidewalk width should be 4 feet in residential areas and 5 feet in commercial or industrial areas.

The overall system design of local streets can greatly affect traffic. Unduly long streets build up traffic volumes and act as collectors. Cross streets and intersections with acute angles are likely to contribute to accidents. Good practice precludes carrying local streets into arterials since such intersections create unnecessary friction points and cause related congestion on the arterials. A far better approach is to bring local streets into collectors which then feed into arterials.

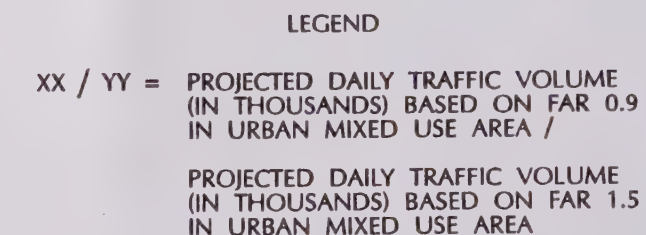
Future Travel Forecasts

In order to plan for the future travel conditions in El Segundo, traffic forecasts were developed for buildout of the City's Land Use Plan as presented in the Land Use Element. The traffic forecasts incorporated the type and density of future land uses within the City, the location and potential interaction of various land use types, as well as the characteristics and capacity of each of the City's roadways.

Due to the fact that El Segundo is located in an urbanized area with many jurisdictions and a variety of planners and decision makers, planning for the City's future must incorporate projected activities in the jurisdictions neighboring the City and in the region as a whole. Therefore, projected traffic using the City's streets that would be generated by land use changes outside the city was incorporated into the analysis of buildout traffic conditions. In addition, regional initiatives and activities due to air quality and congestion concerns, are projected to have an impact on future travel patterns and traffic conditions in the region. The effect of regional air quality and congestion reduction activities was also considered and incorporated into the analysis of future traffic conditions.

Projected Traffic Volumes on El Segundo Arterial Roadways

The projected future traffic volumes are shown on Exhibit C-9 for each of the City's arterial roadways.



NOTE: PROJECTED DAILY TRAFFIC VOLUMES CAUSED BY THE APPROVED LAND USE ELEMENT ARE EXPECTED TO BE BETWEEN THE TWO PROJECTIONS INDICATED, BASED ON THE APPROVED FAR OF 1.3 IN THE URBAN MIXED USE AREA.

SOURCE: BASMACIYAN-DARNELL, INC. (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Projected Daily Traffic Volumes Buildout of Preferred Land Use Plan

Master Plan of Streets

The Master Plan of Streets has been developed to serve the buildout traffic needs based upon the analysis conducted in conjunction with the development of the General Plan. To determine the form of that network, it was necessary to consider the existing street alignments, constraints in the City, and the potential for new routes, all predicated on the types of existing and future land uses and their spatial relationships.

Exhibit C-10 represents the Master Plan of Streets that can best accommodate the projected buildout traffic volumes. It assumes the entire City will be developed according to the Land Use Element. The network also represents the circulation system that will most effectively and reasonably serve the circulation needs of the City.

Nash/Douglas One Way Couplet

Nash Street and Douglas Street currently operate as two-way roadways throughout the City. Due to the opening of the I-105 Freeway and the planned ramp configurations, it is expected that a significant amount of freeway-oriented traffic will be traveling north and south on Nash and Douglas Streets. Due to the planned ramp locations, an imbalance of traffic is expected on these two roadways. Nash Street will carry predominantly southbound traffic from the freeway into the City, and Douglas Street will carry predominantly northbound traffic back to the freeway. In order to better serve the projected traffic patterns, it is recommended that Nash and Douglas Streets be converted to a one-way couplet from El Segundo Boulevard to Imperial Highway, with Nash Street carrying southbound traffic and Douglas carrying northbound traffic. The one-way couplet is expected to provide improved movement of traffic to and from the I-105 Freeway. In addition, this would allow improved intersection operation along each roadway, due to the reduction of conflicting vehicle movements. Further, right-of-way and pavement width requirements may be reduced if one-way operation is implemented. It should be noted that proper design of the transition from one-way to two-way operation needs to be developed for the northern and southern end of the couplet.

Future Redevelopment of the Chevron Refinery

The current land uses and activities on the Chevron Refinery site are expected to remain throughout the life of this General Plan and Circulation Element. However, potential redevelopment of this site will have a significant impact on all aspects of the City, including circulation. Redevelopment of the Chevron site will require reevaluation and possibly an update of the General Plan and require reevaluation of the Circulation Element. The potential redevelopment of

this site may require significant roadway system improvements beyond those identified in the Master Plan of Streets. All future roadways within the Chevron site should be planned and constructed consistently with the City's Master Plan of Streets to ensure system continuity and use of appropriate standards.

Closure of Hillcrest Street

Due to conflicts between the commercial and industrial through traffic on Imperial Highway north of the City, and the local residential traffic on Hillcrest Street south of Imperial Avenue, residents in the area of Hillcrest Street and Imperial Avenue have requested that Hillcrest Street be closed to vehicular traffic between Imperial Avenue and Imperial Highway. Since this link currently carries relatively low volumes of traffic, its closure is not expected to have a significant impact on the City's circulation system. The City Council has voted, with the support of the local residents, to limit access to the intersection to only allow vehicular egress during an emergency. It has been determined that it is appropriate for this roadway link to be closed to vehicular traffic for reasons other than circulation, and since there would be no significant adverse impacts to the circulation system, it is recommended that this link be closed and removed from the El Segundo street system.

Transportation System and Transportation Demand Management

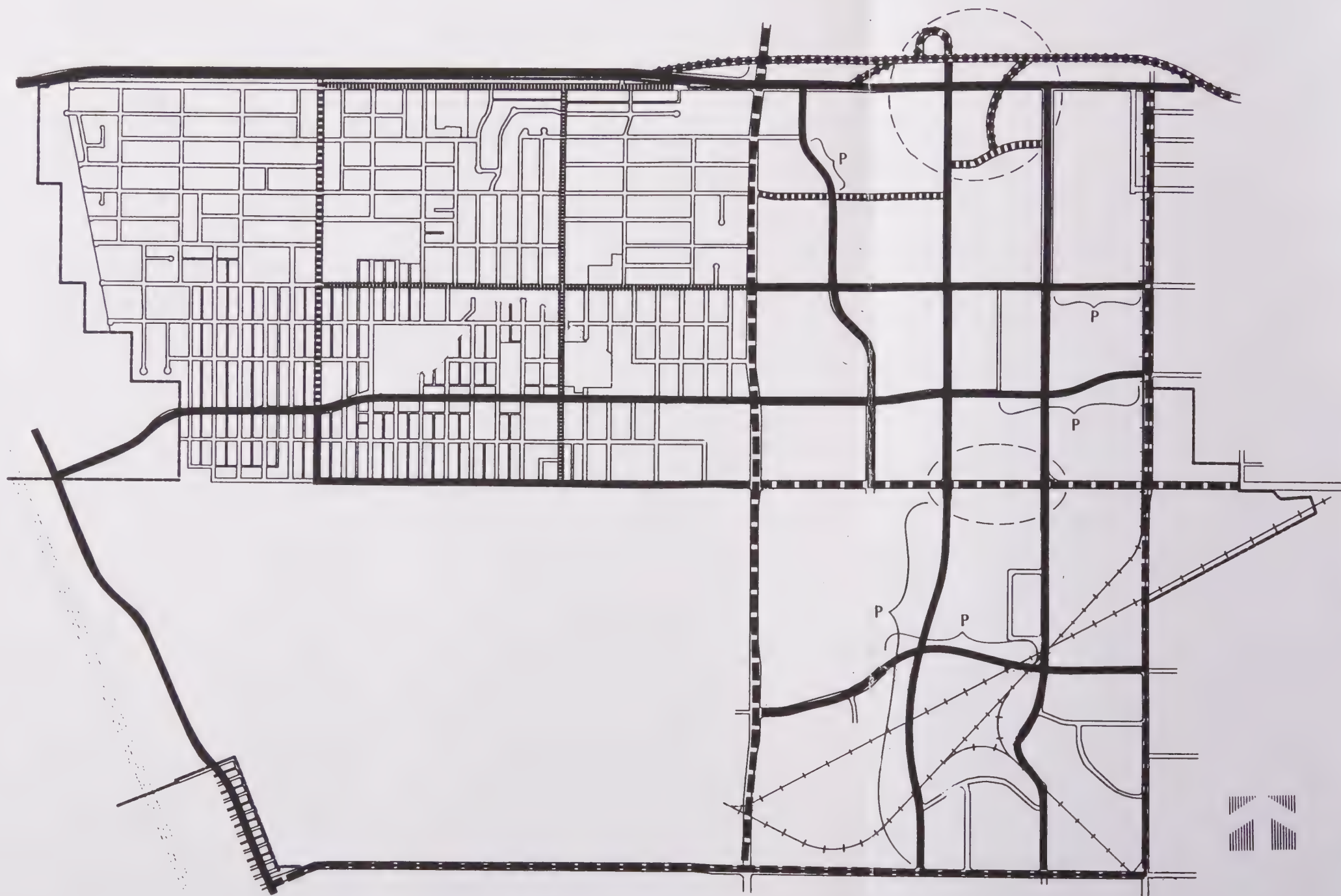
It is recognized that there are physical limitations to the amount of street width that can be provided. The buildout traffic projections in many instances cannot be accommodated solely by conventional roadway widening techniques. The use of Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques (discussed later in the Circulation Element) to handle the projected "person trips" in the area must also be considered.

Such TSM and TDM techniques should be considered both:

- As a general augmentation to implementation of the Master Plan of Streets and Highways generally; and
- As an alternative to site specific Master Plan implementation if it can be reasonably demonstrated that the TSM alternative will have at least as great a mitigating impact, and the property owner is willing to enter into a legally binding agreement with the City to implement such TSM alternatives.

Truck Routes

The residents and businesses of El Segundo rely heavily on trucks for the efficient movement of goods in an economical and safe manner. For this reason, the truck route system within and through the City is an important aspect of the Circulation Element.



LEGEND

- ◆◆◆◆◆◆◆◆◆◆ FREEWAY AND FREEWAY RAMPS
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- 2-LANE COLLECTOR
- 4-LANE COLLECTOR
- LOCAL
- - - - - TRANSITION OF ROADWAY FROM ONE-WAY TO TWO-WAY OPERATION TO BE EVALUATED
- P PRECISE ALIGNMENT TO BE DETERMINED FOR NEW ROADWAY

SOURCE: BASMACIYAN-DARNELL, INC. (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Master Plan of Streets

exhibit

C-10

Current City Truck Routes

The El Segundo Municipal Code officially authorizes the City Council, by resolution, to designate truck routes on streets where vehicles in excess of three tons may travel. Existing truck routes are provided with appropriate sign posting to guide truck traffic through the City. These routes are shown in Exhibit C-11.

Truck Route Considerations

Selection of a truck routing system necessitates the determination of the impact of truck traffic on abutting land uses. There are land use categories that benefit from heavy truck access. Among these are industrial and commercial uses that require streets and alleys accessible to their development. Industry has to be served by trucks for deliveries of raw materials, the transfer of inventory, and the out-flow of finished goods. Commercial land uses also require access to trucks primarily for the transfer of inventory.

Conversely, there is a need to protect those land uses that are adversely affected by heavy truck traffic. In El Segundo, these include the single-family, two-family, and multi-family residential uses in the northwestern portion of the City. Heavy truck traffic within residential neighborhoods produce annoying and often excessive levels of noise, fumes, vibrations, and unsightliness. Areas in which schools, hospitals, churches, convalescent homes, and mortuaries are located must also be considered.

Establishment of a truck route system must basically follow the arterial street system. These routes must be located along those arterials designed to accommodate large vehicle traffic, and must, at the same time, seek to avoid fully developed residential areas where there are close and reasonable alternatives. They should also concentrate in areas of need such as the primary commercial and industrial areas in the southwest and easternmost portions of the City. The gross maximum weight restriction (6,000 pounds) in El Segundo is consistent with the weight limit imposed by most cities for non-truck route streets. The streets selected for the truck route system must be designed to support loads in excess of this limitation.

Provisions must also be made for vehicles transporting hazardous materials into and through the City along the truck route system. Current Municipal Code sections in El Segundo adequately account for such provisions.

Master Plan Truck Route System

Several changes are recommended for the City's Master Plan Truck Route System, in order to better serve existing land uses and meet the transport needs of future land uses as outlined in the Land Use

Element. In addition, the truck route system should incorporate new roadway facilities like the I-105 Freeway and the Nash/Douglas one-way couplet.

The Master Plan Truck Route System is shown on Exhibit C-12. It incorporates the following roadways as recommended additions to the existing truck route system in El Segundo. They are listed as follows:

- Douglas Street from Imperial Highway to Rosecrans Avenue
- Nash Street from Imperial Highway to Rosecrans Avenue when the street is extended
- Grand Avenue from Sepulveda Boulevard to Aviation Boulevard when the street is extended

Truck Loading Zones

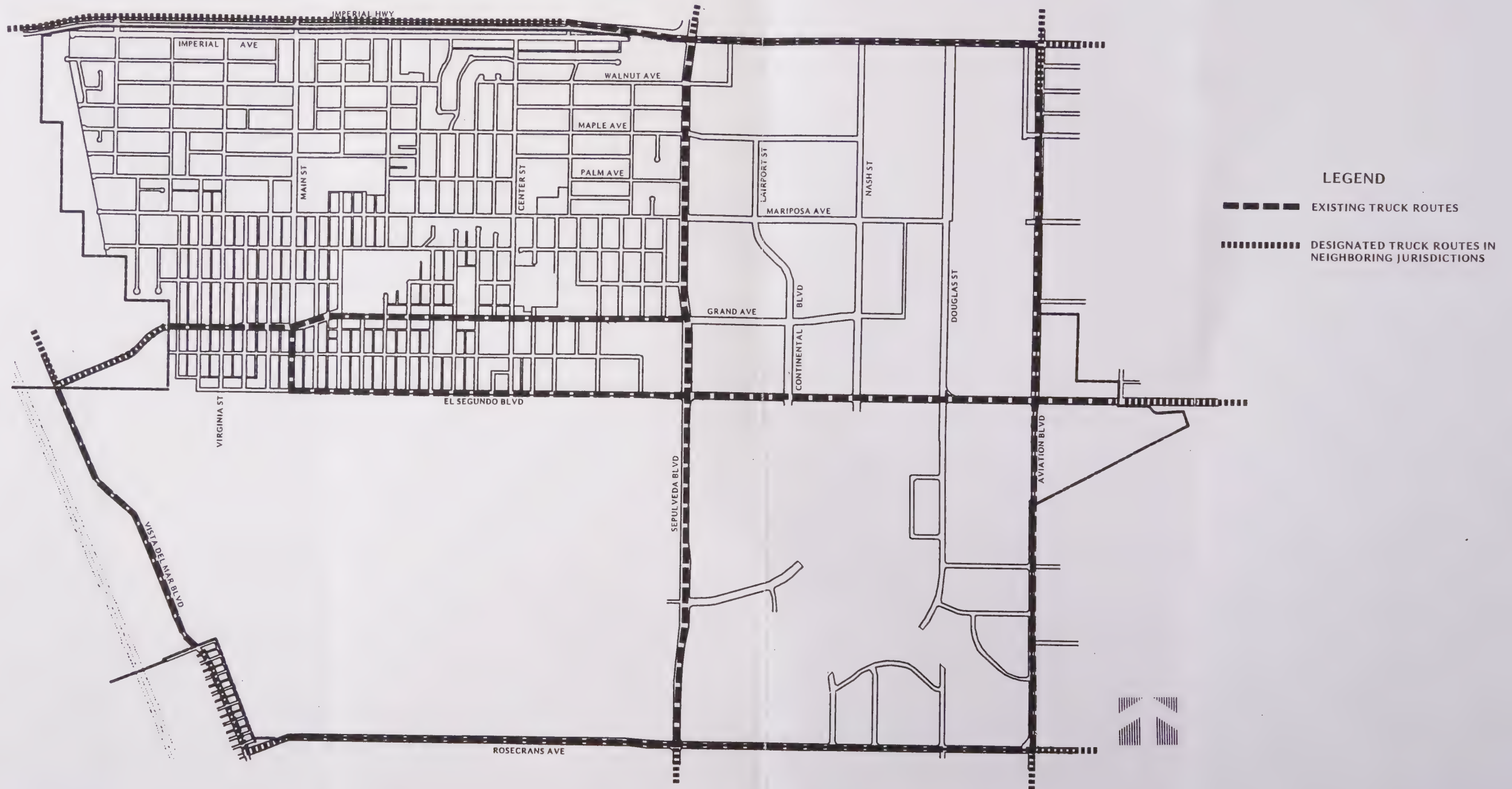
There are presently narrow streets and alleys within some of the industrial areas of the City that serve as impediments to truck operation on the present street system. Current land uses and future development require truck access in many of these areas. The City needs to work toward widening the streets and alleys, eliminating the impediments for truck operation from the City's street system. In addition, the City should work toward implementing the appropriate policies listed later in the Circulation Element in order to minimize the truck access impediments wherever street widening is not feasible.

Alternative Modes of Travel

Public Transportation

The automobile has traditionally been the primary method of transportation in the Southern California region. However, changing lifestyles, economic pressures and greater social and environmental concerns have increased the need for alternatives to automobile travel. Public transportation is one of the alternative modes of travel that can possibly reduce the region's and the City's dependence on the present auto-oriented transportation system.

In order for a transit system to attract users away from the automobile, it must be as convenient and affordable as possible. Compared to the convenience, flexibility, and privacy of travel by car, transit travel is perceived to be less appealing, especially for recreational purposes. Thus, for transit service to provide a viable alternative to the automobile in the City of El Segundo, the City must take an active role in planning and supporting the provision of various transit opportunities.



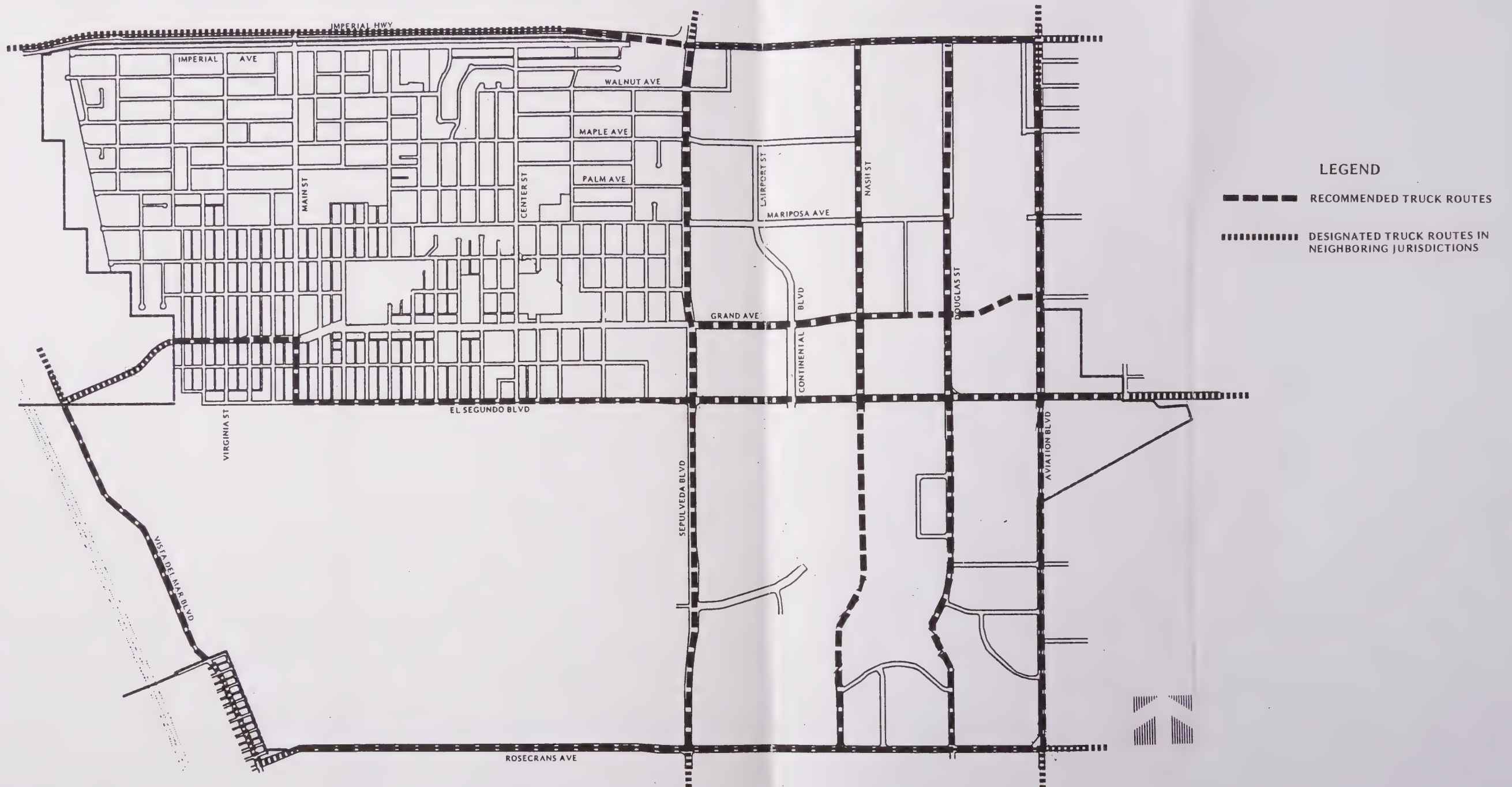
SOURCE: CITY OF EL SEGUNDO PUBLIC WORKS DEPARTMENT (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Existing Truck Routes

exhibit

C-11



SOURCE: BASMACIYAN-DARNEIL, INC. (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Recommended Truck Routes

exhibit

C-12

Existing Public Transit

The current transit service in El Segundo is provided by fixed bus routes operated by the Southern California Rapid Transit District (SCRTD) and a Dial-a-Ride service by the City of El Segundo. The current fixed SCRTD bus routes operating within the City are shown on Exhibit C-13.

Also depicted in Exhibit C-13, Routes 1, 2, and 3, is supplemental peak period bus service designed specifically to serve commuters. This Municipal Area Express, or MAX Transit Service, is funded cooperatively by eight cities and Los Angeles County. It is a directional bus service primarily provided for the workers in the El Segundo area. Buses run on three routes from residential areas to El Segundo in the AM, and from El Segundo back to the residential areas in the PM. This service, operated by the City of Torrance on behalf of the multi-agency consortium, has been very successful to the extent that the route from San Pedro frequently operates with standing room only.

Demand Responsive Transit Service (Dial-a-Ride)

In El Segundo, the City provides one twelve-passenger van that operates on a "Dial-a-Ride" basis in response to specific demand. This service has been in operation since 1975. Residents phone for appointments, with a door-to-door response time of approximately 10 minutes.

The service is currently funded by Proposition A funds. Dial-a-Ride service is free to El Segundo residents and only operates within the City limits. The van operates Mondays through Saturdays from 9:00 AM to 3:00 PM.

Ridership levels have stabilized over the years to approximately 35 passengers per day (approximately 11,000 passengers per year).

The predominant users of this service are senior citizens, accounting for approximately 60 percent of the trips.

Considering Public Transit Alternatives

Presently, the City's transit alternatives are limited primarily to SCRTD, the MAX Transit System, the City of El Segundo Dial-A-Ride, and Route 8 of the Torrance Transit System.

Public investment in transit services can be a viable means of mitigating the effects of automobile usage while providing increased mobility to all groups of citizens and employees. It must be emphasized that transit bus service cannot substitute for all automobile travel in the City, nor should it be intended to do so.

The private automobile is an attractive means of travel for many people, offering an unmatched advantage for certain types of trips. Transit alternatives are only one component in the total transportation system serving the City, yet certainly the most environmentally respectful in the urban context.

Certain areas are more suitable for transit services than others. The following conditions exist and overlap in the City and adjacent urban areas and suggest that transit service would be appropriate within the City:

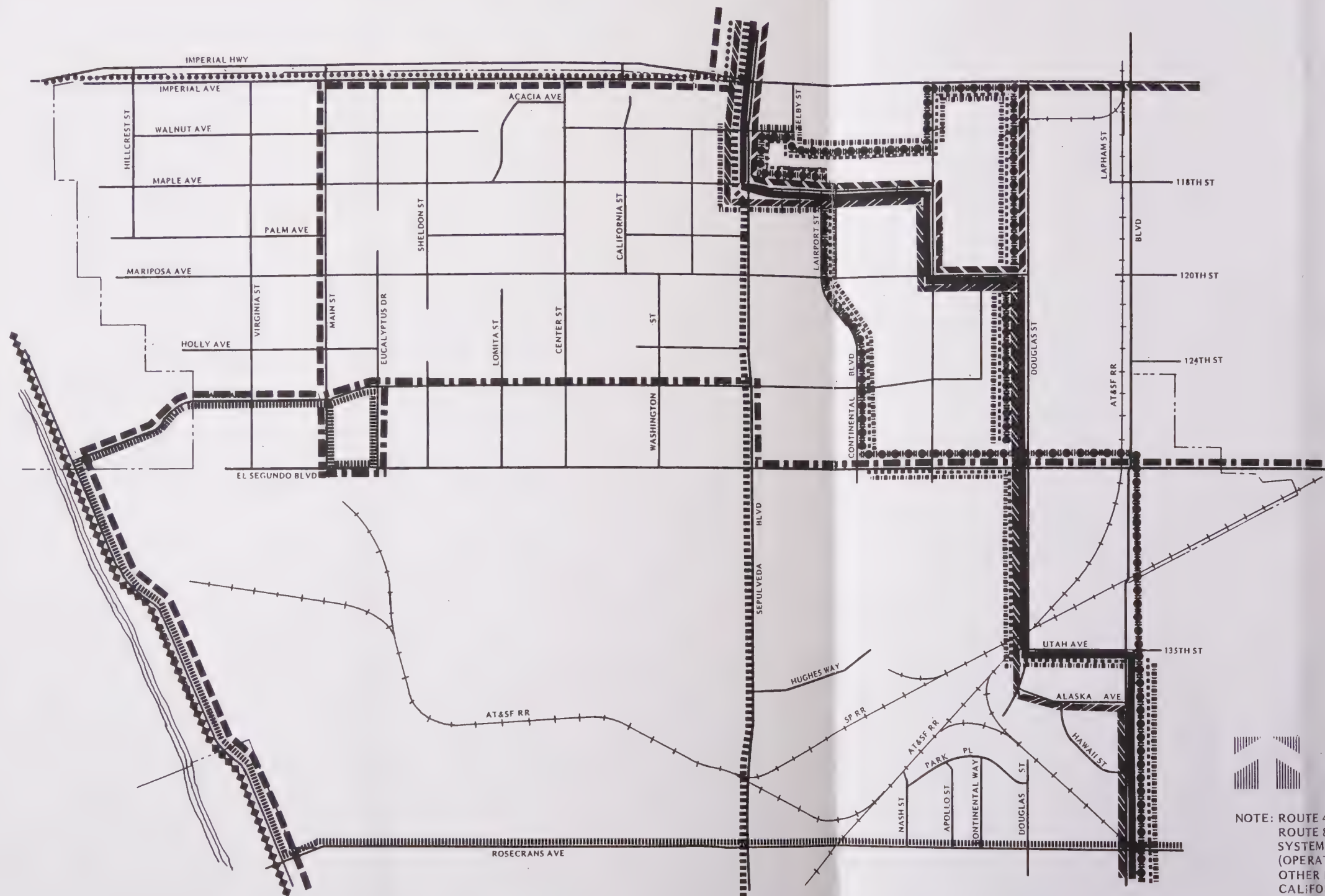
- High population concentration of housing and/or employment
- Excess auto demand on present highway system
- Fragile residential environment

Rail Rapid Transit

Rail rapid transit is currently not available in the El Segundo area. The only rail transit service currently operating in the region, beyond AMTRAK, is the Metro Blue Line. The Blue Line currently provides rail service at twenty-two (22) stations between downtown Los Angeles and downtown Long Beach. El Segundo transit riders are provided access to the Blue Line via three SCRTD bus routes, Route 120 (Imperial Highway), Route 124 (El Segundo Boulevard), and Route 125 (Rosecrans Avenue).

The Los Angeles County Transportation Commission (LACTC) is planning several additional rail transit lines in Los Angeles County as a result of the passage of Proposition A. The 300-mile Metro Rail Plan entails the development of rail service in various corridors throughout the urbanized area of the County. The Metro Green Line is currently under construction, and completion is expected in 1994. It will provide light rail service along the I-105 Freeway from Norwalk to Los Angeles Airport (LAX). Through transfer to the Blue Line, it will provide El Segundo with rail service to downtown Los Angeles and Long Beach.

The Green Line will include a 2.9-mile extension running from the I-105 Freeway south through El Segundo (currently under construction). The line will be elevated through most of the City, and follows the alignment shown in Exhibit C-14. Service will be provided seven days a week from 5:30 AM to 1:30 AM with 6-minute headways during the peak and 20-minute headways during the off-peak. Parking will be provided at the Douglas and Compton stations. Connecting bus or shuttle service will be available at all stations.



LEGEND

BUS ROUTE NUMBER

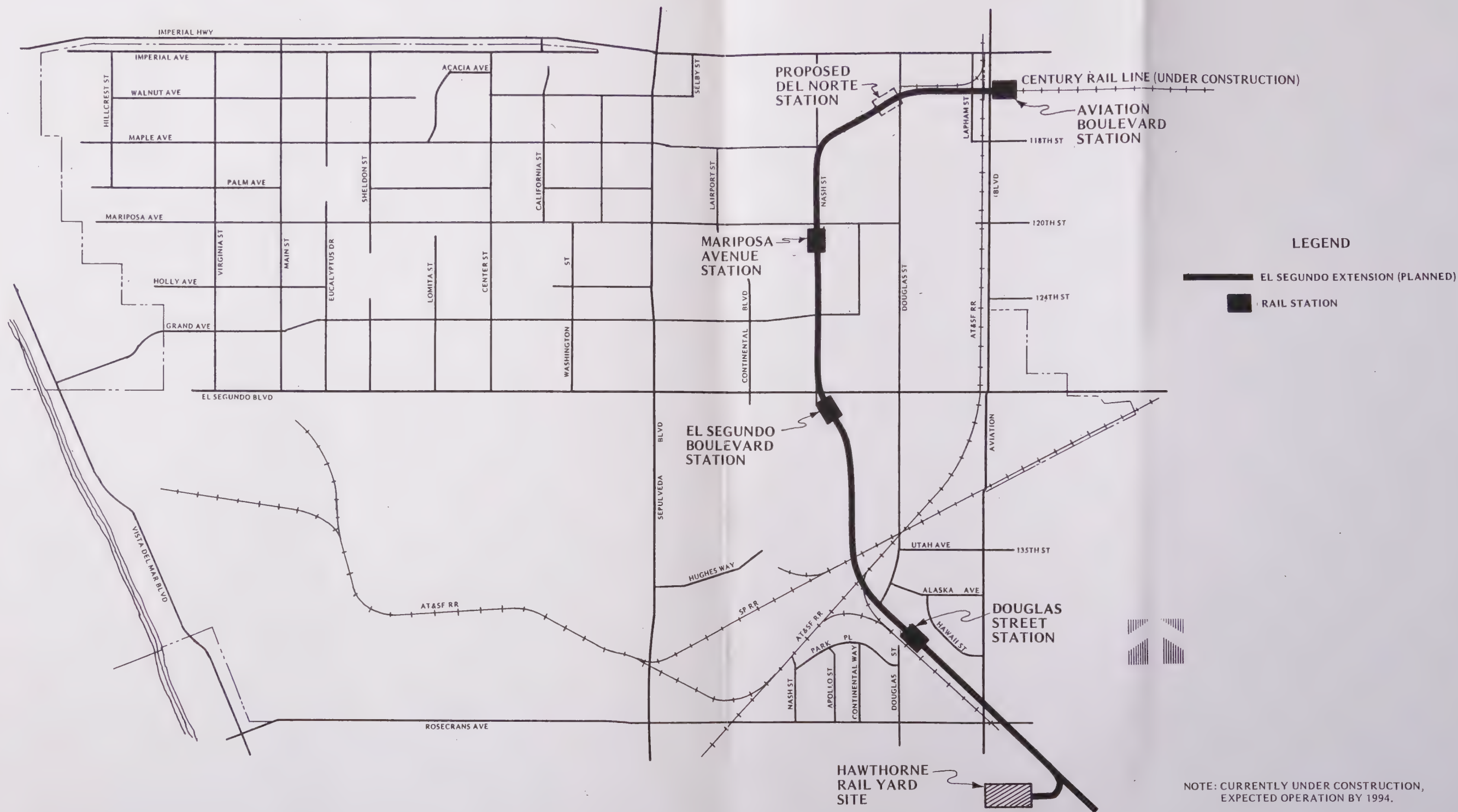
	120
	124
	125
	220
	225-226
	232
	438
	439
	1
	2
	3
	8

NOTE: ROUTE 438 IS A PRIVATELY OPERATED LINE, ROUTE 8 IS OPERATED BY THE TORRANCE TRANSIT SYSTEM, ROUTES 1, 2 & 3 ARE MAX TRANSIT ROUTES (OPERATED BY TORRANCE TRANSIT SYSTEM) ALL OTHER ROUTES ARE OPERATED BY THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. (SCRTD)

SOURCE: ROUTE MAPS PUBLISHED BY EACH TRANSIT OPERATOR (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Existing Transit Service Fixed Bus Routes



CITY OF EL SEGUNDO • GENERAL PLAN

Century Rail Line Planned Extension Through El Segundo Alignment and Location of Stations

Implementation of the Metro Green Line will provide the eastern portion of the City with direct rail service. The service should attract some commuters and visitors away from the automobile and thus, positively impact the roadway system within the City. Projected impacts and usage of the Metro Green Line service were incorporated into the analysis and development of the Circulation Element.

To ensure that the Metro Green Line is integrated into the City's circulation system, and City activities in general, consideration of the rail line should be incorporated into all aspects of City planning activities and the development review process. This is particularly important in the vicinity of the rail line stations. In addition, the pedestrian and bicycle circulation system must be designed to allow convenient access to each of the stations. Further, the City should monitor the LACTC and RCC and incorporate all Metro Rail planning and development into the City's planning process.

Park-and-Ride

"Park-and-ride" facilities provide an interface between the private automobile and public transit/mass transit. Park-and-ride facilities enable the public to access the transit system by driving to a park-and-ride facility, parking the car, then riding the transit system to complete the trip. When the location of a park-and-ride facility is coupled with highly efficient fixed transit service and an adequate collection and distribution service at the commercial end of the trip, this concept is an integral part of public transportation.

There are no existing park-and-ride facilities within El Segundo. Their inclusion in the public transportation system should be considered. Many of the large employers in the area have extensive Transportation Demand Management (TDM) plans which would benefit from the establishment of park-and-ride locations outside of El Segundo. This would allow the collection of large numbers of their employees in vans and carpools for transport to their employment center within the City.

Locations within El Segundo that can serve as a starting point for public transportation trips to locations outside of the area should be explored. At present, the most likely locations for park-and-ride facilities would be adjacent to the I-105 Freeway. Locations near the I-405 Freeway interchanges, while outside the City of El Segundo limits, could serve park-and-ride users, as well.

Bicycle Facilities

The bicycle is increasing in popularity as a mode of transportation for commuter travel as well as for recreation. This is due to the growing cost of motor vehicle operation, the significantly shorter portal-to-portal time when bikes are used on short trips, the

increasing awareness and desire of travelers to utilize clean-air travel methods, and the acceptance of the bicycle for personal health, exercise, and increased mobility. There is a need to meet the growing demand for safe places to ride bicycles, both for recreation and commuter activities.

For many years, roadway facilities have been built exclusively to meet the needs of the motorized vehicle, resulting in street geometrics, lane widths, and intersections that have not been designed for bicyclist concerns. Bicycle safety is jeopardized due to bike/auto and bike/pedestrian confrontation on the street, and the lack of space given to bicycle movement. Conflicts between bicycles and pedestrians at intersections and on sidewalks results in the need to separate these three modes, wherever possible, to provide a safer and more efficient operational environment for each.

Definitions

To clarify any discussion on bicycles, a distinction must be made between the type of bicycle facilities in use. The following definitions (recognized Statewide) are identified below, and used throughout the Circulation Element:

Bicycle Path - Class I

This facility is a special path for exclusive use of bicycles which is separated from the motor vehicle traffic by space or a physical barrier.

Bicycle Lane - Class II

A bicycle facility where a portion of the paved area is marked especially as a lane for use of bicycles. It is identified by BIKELANE signing, pavement marking and lane line markings. Usually, special ordinances are necessary to legally define the area's exclusive use of bicycle traffic and to exclude mopeds and infringement by motor vehicles.

Bicycle Route - Class III

A bicycleway designated within a public right-of-way. The purpose of the bike route is primarily that of transportation, allowing the bicyclist to travel from one point in the City to another. A "shared bicycle route" is a street identified as a bicycle facility by BIKE ROUTE signing only. No special markings on the pavement are provided.

Existing Bicycle Route System

The existing system of bicycle facilities in the vicinity of El Segundo currently is limited to bicycle paths (Class I) along Imperial

Highway, along the beach (Los Angeles County implementation), and portions of Grand Avenue approaching the beach.

Bicycle Route Guidelines and Standards

Implementation of any bicycle route facility, as designated on the Bicycle Master Plan, would be subject to applicable design standards and guidelines. The State of California has prepared and approved "Standards and Guidelines for the Implementation and Design of Bicycle Facilities." The evolution of design concepts for this mode of transportation continues today, but the basic conclusions and basis for design remain with the State Guidelines. The principle bicycle design areas that should be adhered to include:

- Minimum widths (8-foot minimum for two-way path; 5-foot minimum for one-way)
- Signing and striping of routes, lanes, and paths
- Design speed
- Horizontal alignment; i.e., curvature and super-elevation of paths
- Stopping sight distance
- Grades, length of crest vertical curves
- Adequate structural section
- Treatment of bicyclist at intersections
- Treatment when passing over at-grade railroad crossings, drainage grates, manhole covers, and driveway access points

Master Plan of Bicycle Routes

The need to link the City with a system of bicycle facilities led to the development of a Master Plan of Bicycle Routes included in the 1975 General Plan. The 1975 Plan was reviewed and updated to reflect progress and implementation of the identified routes, to be consistent with the bicycle-related goals and objectives of the 1992 Circulation Element, and to provide improved interaction between the bike system and other modes of travel, such as the Metro Green Line rail service. The recommended Master Plan of Bicycle Routes includes existing routes, and routes that are, or could be, developed into major bicycle-carrying corridors. The updated Master Plan of Bicycle Routes is shown on Exhibit C-15.

Hillcrest Street Bicycle Connection

The proposed closure of Hillcrest Street, discussed previously, involves the roadway section from Imperial Highway to Imperial Avenue. This section of roadway serves as the link between the bicycle path on Imperial Highway west of Hillcrest Street and the proposed bicycle facility on Imperial Avenue east of Hillcrest Street as shown on Exhibit C-15. As the closure of Hillcrest Street is

implemented, the City should ensure that the connection between the Imperial Highway and Imperial Avenue bicycle facilities is maintained. This should be done via the Hillcrest Street right-of-way or any appropriate alternate route.

Pedestrian Circulation

The pedestrian is an integral part of the circulation system and requires appropriate attention in the Circulation Element. The sidewalk is an area of refuge that represents a convenient and safe route for pedestrian transport.

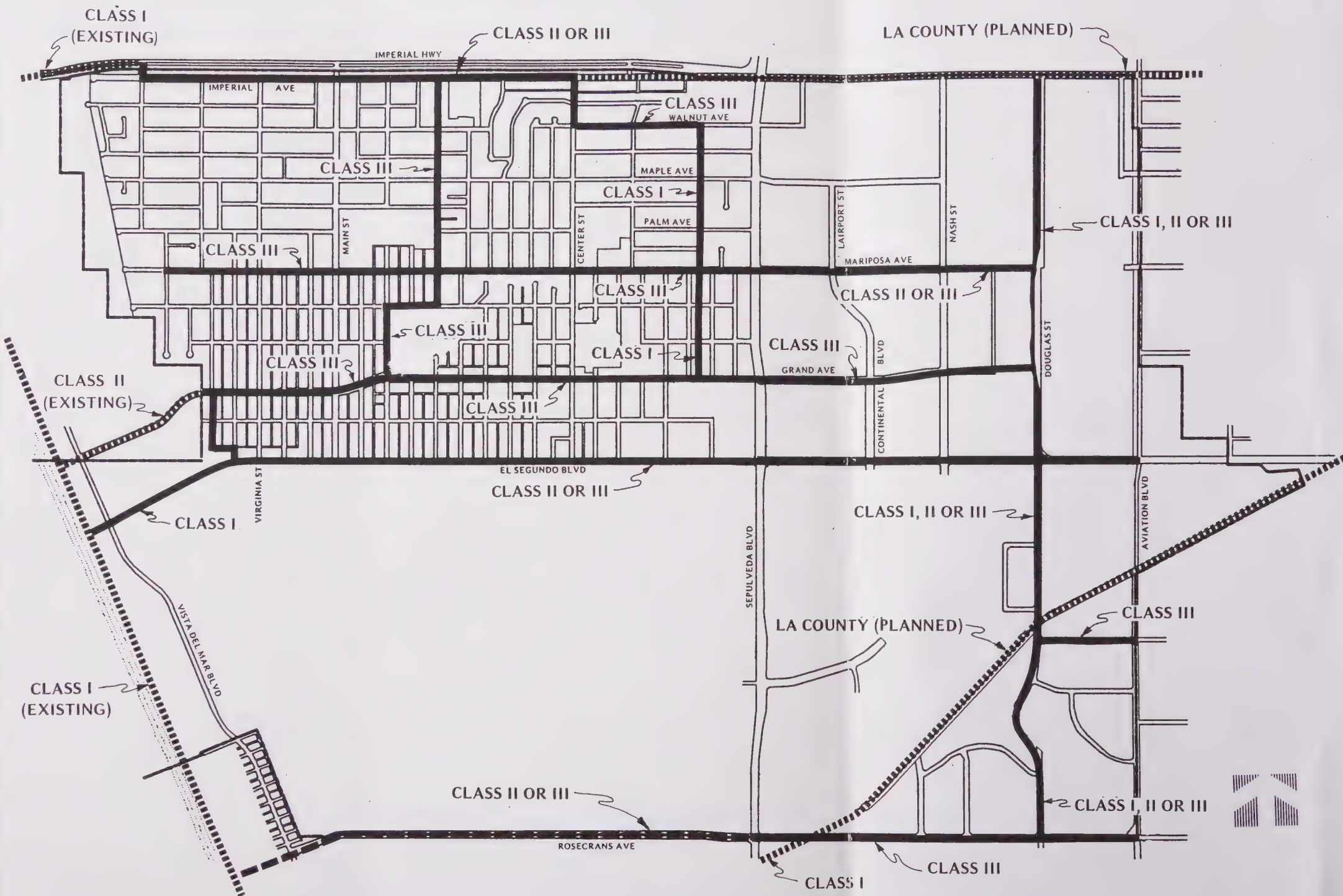
The high percentage of elderly residential population in El Segundo, coupled with mid-day walkers for shopping trips and jogging, necessitate the establishment of a pedestrian circulation system that will support and encourage walking as a mode of transportation.

The El Segundo Municipal Code Section on "Street and Sidewalks" does not address the issue of sidewalk design nor the policies for sidewalk implementation. The City Department of Public Works, however, has prepared Standard Plans and Specifications for the installation of sidewalks. The primary criteria is minimum width of sidewalk on new installation which is standard at 4 feet for residential streets. Sidewalks in commercial areas should be a minimum of 8 feet wide. The only exception is the case where the distance from face of curb to property line is 5 feet. The sidewalk minimum requirement then becomes 4 feet, 6 inches.

Installation of sidewalks is mandatory with all new improvements in the City. Existing locations that do not have sidewalks can only require implementation on an assessment district basis; i.e., petition from the homeowners with City installation and cost of the sidewalk distributed to each homeowner on the basis of their street frontage.

The City has pursued sidewalk installation on the basis of the 1911 Act. This Act allows installation of a sidewalk by an agency in all blocks where over 50 percent of the block has existing sidewalk. Protest from the citizens can be made to nullify installation under this Act with the final decision resting with the City Council. The City of El Segundo in the past has used this Act to install sidewalks to "close the gaps" in many of the residential areas.

It is necessary to keep the sidewalk area free of obstructions to allow for the free flow of pedestrians. When there is a need to place certain obstructions, i.e., traffic signal poles, they should be designed to present the least interference to pedestrians.



LEGEND

- EL SEGUNDO BIKE ROUTE
- LOS ANGELES COUNTY BIKE ROUTE
- MANHATTAN BEACH BIKE ROUTE

CLASS

- I - BIKE PATH
- II - BIKE LANE
- III - SHARED

SOURCE: BASMACIYAN-DARNELL, INC. (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Bicycle Master Plan City of El Segundo Circulation Element

exhibit

C-15

In the areas of new planned development, the separation of pedestrians from autos must be considered. Utilizing pedestrian overpasses between buildings is one method of accomplishing this. The removal of the pedestrian from at-grade crossings significantly improves signal timing conditions, thus improving traffic flows. The City is currently evaluating a program to develop a pedestrian system in the northeast quadrant of the City, that would allow pedestrians to cross the heavily traveled arterials, while avoiding conflicts with the vehicular traffic. Several new developments have already agreed to participate and support this program.

Transportation System and Demand Management

Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques are cost-effective methods of improving traffic conditions. Roadway system expansion alone will not be enough to serve all projected circulation needs within the City of El Segundo. TSM and TDM techniques will have to be incorporated as an integral part of the City's package of transportation services provided in the future. The City currently has an ordinance in place, Ordinance No. 1077, Code Sections 20.55 and 20.56, which could serve this function, but they will need to be improved and strengthened where appropriate, and should be applied consistently to development throughout the City.

Transportation System Management (TSM)

Transportation System Management (TSM) techniques are generally low cost methods relative to capital improvements. They involve changes to the existing system that permit improvements in operation. Caltrans defines TSM projects as "those projects designed to increase the number of person trips which can be carried on the system without significantly increasing the design capacity or the number of through lanes."

The City should evaluate a variety of TSM techniques and implement those that are deemed appropriate. Suggested TSM programs for consideration should include but are not limited to:

- Auxiliary lanes, such as acceleration and deceleration lanes
- Intersection improvements including addition of turn lanes, channelization, and implementation of signal coordination system
- Restriction of peak hour parking
- Commuter Information Systems, such as changeable message signs, highway advisory radio, computer bulletin boards, telephone call-in systems, and related links with other city or state traffic operations centers
- Improvements designed to assist traffic flow related to transit vehicles, such as bus turnouts and signal preemption systems

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) programs are geared toward reducing the number of vehicle trips wishing to use the circulation system. TDM techniques can be an effective tool in reducing air pollution, as well as traffic congestion. In fact, the Southern California Air Quality Management District (SCAQMD) through Regulation XV, has required TDM plans and programs throughout the region for companies of 100 or more employees. This includes many of the businesses and a significant portion of the workers located within El Segundo. The City should encourage and assist all the businesses in El Segundo to plan and maintain TDM programs. This should be done directly or through cooperation with and support of the El Segundo Employers Association (ESEA).

Potential TDM programs and techniques should include but are not limited to:

- Flexible work schedules to reduce demand during the peak commuting periods
- Carpooling and vanpooling
- Employer subsidized transit passes
- Provision of bike storage areas and showers
- Telecommuting, such as working at home through telephone, computer modem and FAX machine use
- Provision of bike access and storage facilities at future Metro Green Line stations to encourage intermodal bike/rail use, reducing auto use and the need for parking at the stations

Transportation Systems Interface

The City of El Segundo is located in one of the fastest developing urban centers in the nation. The proximity to Los Angeles International Airport (LAX), active railroad lines (AT & SF, SPRR), and a major street and freeway network, dictates the need for close interface between transportation modes and systems other than the automobile.

Los Angeles International Airport (LAX)

The Los Angeles International Airport (LAX) is adjacent to the City on the north. This includes the West Imperial Terminal and Imperial Cargo Complex which are located on Imperial Highway. El Segundo's proximity to the airport provides the residents and businesses within the City with very convenient access to air services. In addition, the El Segundo economy benefits in many ways due to the airport-related activities. For instance, the City's hotels benefit substantially from their proximity to the airport. In addition, there are businesses like air freight companies which choose to locate within the City solely because of the convenient airport access.

The Los Angeles International Airport (LAX) encompasses a total of almost 3,500 acres. Approximately 1,257 acres of the property are utilized for landing, takeoff, and ground maneuvering. The remaining acreage is used for the terminal complex, automobile parking facilities, airline maintenance facilities, fuel storage systems, industrial purposes, air cargo complex, and related facilities. Some land has not yet been devoted to specific airport uses, including those acquired because of noise impact.

Annual passenger demand at LAX has risen steadily from 22 million in 1972 to 26 million in 1976 and 32.7 million in 1981. Preliminary numbers for 1990 indicate annual passenger demand of 49.8 million.

A Central Terminal Area (CTA) serves scheduled airline operations, while the West Imperial Terminal, located along the southern boundary of the airport, services charter flights and other non-scheduled operations. The Central Terminal Area is situated at the hub of the runways with passenger boarding facilities located in satellite buildings around its periphery. Inward from the satellites, and linked by underground passageways, are their respective ticketing buildings. These front on World Way, the main inner loop street serving all terminals. Within the loop itself is central parking, the airport administration and control tower building, the airport theme building with an elevated restaurant, and other facilities.

Air freight operations are presently concentrated east of the Central Terminal Area (CTA) serving slightly over a million pounds of freight in 1990. This area is served by both Century and Aviation Boulevards.

Extensive parking facilities are provided for the public, employees, and car rental firms. About half of the passenger parking spaces are located within the loop formed by World Way. The balance is located on the perimeter of the airport. The outlying spaces are lower priced and served by free buses to the CTA. Total parking spaces number approximately 24,000.

Circulation within and around the LAX is by automobile, bus, and parking lot trams. For the general public, surface traffic circulation between major facilities is on public streets.

Ground access to LAX is predominantly by means of motor vehicles using the street and highway system. The I-405 Freeway is aligned in a north/south direction easterly of the airport. It is the only freeway that presently comes close to the airport. The major access route from the freeway to the CTA is Century Boulevard, a major east/west thoroughfare. Alternative access routes are Imperial

Highway and Lincoln Boulevard. In a north/south direction, Sepulveda Boulevard leads directly to the CTA via an interchange at Century Boulevard. Aviation Boulevard leads to the existing cargo facilities and the new Imperial Cargo Complex located just north of Imperial Highway. The west end of the airport is served via City of Los Angeles streets, Vista Del Mar, and Pershing Drive. Pershing Drive terminates at Imperial Highway on the south and allows east/west flow into and out of the area. Vista Del Mar continues northerly into the Marina Del Rey/Westchester area. To the south, it serves the Manhattan and Hermosa Beach communities.

The I-105 Freeway, currently under construction, is expected to open by 1994. It will provide access from Norwalk, Downey, and other cities east of LAX. The new freeway will provide access directly to the airport via Sepulveda Boulevard at Imperial Highway. Through interchanges with the I-405, I-110, I-710, and I-605 Freeways, the new I-105 Freeway will provide most of the region with more direct airport access.

The planned Metro Green Line extension to the airport will provide direct rail service to the airport. When the Metro Rail system is completed, this extension will provide a good portion of the urbanized part of Los Angeles County with an alternative mode of access to LAX. This should have a positive effect on operating conditions on many of the roadways near the airport.

Projected Growth in Air Traffic

LAX currently serves approximately 50 million annual passengers (MAP). The airport's current level of air traffic is expected to grow to 65 MAP within the time frame of the El Segundo Circulation Element or by buildout of the General Plan. In addition, there will be a corresponding increase in fueling, airline maintenance, and other related activities. The projected growth in air traffic will generate a corresponding growth in surface traffic due to the added air travelers getting to and from the airport, and increase support activities. The growth in airport-bound surface traffic is expected to significantly impact the City's circulation system. The estimates of airport growth-related surface traffic were obtained from the Los Angeles International Airport Area Traffic Study (Robert Crommalin & Associates, Inc., 1991).

The increased airport traffic can be anticipated to utilize several of the City's streets to access the airport area. The increased congestion, reduced street capacity, and necessary street expansions due to increased airport activities has been taken into consideration in the development of the Circulation Element. The truck route system

discussed in the previous section also includes the potential travel patterns of cargo vehicles to and from the airport area.

Due to the interrelationship of the City's economy and circulation system to the activity at LAX, the City must monitor future plans and development at the airport. The City must also ensure that airport plans and development are incorporated into all aspects of the City's planning process.

Railroad Freight Considerations

The City of El Segundo has several railroad lines that are actively used for freight transport and are shown on Exhibit C-16. Most prominently located in the southeast portion of the City are the Atchison, Topeka and Santa Fe Railroad and the Southern Pacific Railroad. These rail lines do not provide public transportation service.

There are twenty-one at-grade crossings of railroad lines with arterial roadways within the City of El Segundo. The crossing of freight trains disrupts vehicular traffic on the City's streets considerably, contributing to delay and congestion.

Two major grade separations of the AT & SF railroad span El Segundo Boulevard and Rosecrans Avenue. The former crossing occurs immediately west of Aviation Boulevard while the latter separation diagonally crosses the intersection of Aviation/Rosecrans.

The El Segundo/Aviation railroad crossing has a middle support due to the long span across the west leg of the intersection. While the grade separation eliminated railroad/auto conflicts, its position over the road and its supports preclude roadway widening unless a large cost is incurred.

Likewise, the diagonal orientation of the separation across Rosecrans Avenue at Aviation Boulevard precludes widening of either street. The proximity of the railroad approach embankment necessitates railroad relocation or an extremely long span if major widening were to occur.

The grade separation of the highway and rail facilities allows both to operate more safely and efficiently. Grade separation at additional rail crossings within the City should be analyzed and encouraged. However, the necessary structures should be configured to allow future alterations or expansions of both the highway and rail link without necessitating reconstruction.

Port Considerations

The City of El Segundo does not have a deep water port nor any small craft harbors along its jurisdictional boundary. Chevron does have a marine terminal to moor offshore for the loading and unloading of its large oil tankers.

The marine terminal is located in the Santa Monica Bay, and consists of three (3) berths that are comprised of mooring buoys permanently anchored to the ocean floor. Each of the three berths has a transfer pipeline to the refinery shore facilities for discharge and loading of crude oil and refined products.

Chevron currently has no plans for expansion of the operations, nor to increase capacity through the use of supertankers.

Small Craft Harbors

While the Countywide demand for small craft harbors continues to grow, there are no plans for harbor facilities within the El Segundo jurisdiction. Marina Del Rey, the world's largest man-made harbor, lies to the north of El Segundo, while Kings Harbor in Redondo Beach provides berthing and mooring capacity to the south.



- LEGEND
- RAILROAD LINES
 - FREIGHT SPURS

SOURCE: CITY OF EL SEGUNDO
PUBLIC WORKS DEPARTMENT (1991)

CITY OF EL SEGUNDO • GENERAL PLAN

Existing Freight Railroad Lines

exhibit

C-16

Goals, Objectives, and Policies

Circulation goals, objectives, and policies are presented as part of the Circulation Element for the City of El Segundo to guide policy makers and City staff in the planning and provision of the City's circulation system. The goals, objectives, and policies were developed through consideration of existing circulation issues, projected circulation needs associated with the Land Use Element, growth outside of the City, and the interests of the residents and businesses of El Segundo. Each of the goals identifies the general direction for the City's circulation system. The objectives outline more specific circulation guidelines for the City's decision makers and staff to work toward. The implementation policies are recommended actions or policies that will assist the City in achieving the identified goals and objectives.

Goal C1: Provision for a Safe, Convenient, and Cost Effective Circulation System

Provide a safe, convenient, and cost-effective circulation system to serve the present and future circulation needs of the El Segundo community.

Objective C1-1 Provide a roadway system that accommodates the City's existing and projected land use and circulation needs.

Policy C1-1.1

Develop citywide traffic model for purposes of evaluating project-related and external traffic impacts on the City circulation system.

Policy C1-1.2

Aggressively pursue implementation of all Circulation Element policies such that all Master Plan roadways are upgraded and maintained at acceptable levels of service.

Policy C1-1.3

Provide adequate roadway capacity on all Circulation Plan roadways.

Policy C1-1.4

Construct missing roadway links to complete the roadway system designated in the Circulation Element as warranted by roadway operating conditions of Level of Service "E" or "F."

Policy C1-1.5

Upgrade roadways to full Circulation Element standards as designated in the General Plan as warranted by roadway operating conditions of Level of Service "E" or "F."

Policy C1-1.6

Provide adequate intersection capacity to the extent possible on Major, Secondary, and Collector Arterials to prevent diversion of through traffic into local residential streets.

Policy C1-1.7

Provide all residential, commercial, and industrial areas with efficient and safe access to the major regional transportation facilities.

Policy C1-1.8

Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.

Policy C1-1.9

Ensure that new roadway links are constructed as designated in the Circulation Plan and link with existing roadways within the City such that efficient operation of the circulation system is maintained at an operating Level of Service of "D" or better.

Policy C1-1.10

Ensure that the transition from any Master Plan roadway to a second Master Plan roadway at a higher classification operates safely and efficiently, incorporating the appropriate intersection configuration and any turn lanes that are necessary.

Policy C1-1.11

Convert Nash Street and Douglas Street from two-way roadway operation to a one-way couplet from El Segundo Boulevard to Imperial Highway, incorporating proper transition from one-way to two-way traffic on both ends of the couplet and accommodating proper access to the freeway on-ramps south of Imperial.

Policy C1-1.12

Establish and maintain a citywide traffic count program, to ensure the availability of data needed to identify circulation problems and to evaluate potential improvements. The 1988 count data should be used to represent "worst-case" baseline data until new counts surpass the 1988 traffic levels.

Policy C1-1.13

Require a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, require the implementation of appropriate mitigation measures prior

to, or in conjunction with, project development. Mitigation measures shall be provided by or paid for by the project developer.

Policy C1-1.14

Within one year after adoption of the General Plan, the City shall initiate development of a Downtown traffic mitigation plan designed to mitigate impacts associated with development at FAR 1.0.

Policy C1-1.15

Pursue and protect adequate right-of-way to accommodate future circulation system improvements.

Policy C1-1.16

Encourage the widening of substandard streets and alleys to meet City standards wherever feasible.

Policy C1-1.17

Encourage cooperation with other governmental agencies to provide adequate vehicular traffic movements on streets and through intersections by means of synchronized signalization.

Policy C1-1.18

Future developments should be reviewed to ensure uniformity of street naming and avoidance of name duplication or name inconsistencies on a continuous link.

Policy C1-1.19

Monitor the impacts of the I-105 Freeway on local El Segundo streets. If it is determined that freeway traffic is using local streets like California Street as a short cut through the City, evaluate potential mitigations.

Objective C1-2 Provide a circulation system consistent with current and future engineering standards to ensure the safety of the residents, workers, and visitors of El Segundo.

Policy C1-2.1

Develop and maintain a circulation system which shall include a functional hierarchy and classification system of arterial highways that will correlate capacity and service function to specific road design and land use requirements.

Objective C1-3 Ensure that the City's Master Plan Truck Route System efficiently serves the shipping needs of the commercial and industrial land uses in El Segundo while balancing potential conflicts with residential and recreational land uses throughout the City.

Policy C1-3.1

Ensure that the City's designated truck routes provide efficient access to and from the I-105 Freeway.

Policy C1-3.2

Ensure that the development review process incorporates consideration of off-street commercial loading requirements for all new projects.

Policy C1-3.3

All new construction on streets or corridors that are designated truck routes should have a Traffic Index calculation as stated by the State Department of Transportation in order to provide a roadway structural section that will accommodate the projected truck volumes and weights.

Policy C1-3.4

Prohibit parking within the public right-of-way on either side of most two-way alleys. Parking on one side of a one-way alley could be allowed if the alley width is a minimum of 19 feet.

Policy C1-3.5

Ensure that the trucks from the cargo facility north of Imperial Highway at Main Street stay on the City truck route system and do not travel along Main Street.

Goal C2: Provisions for Alternative Modes of Transportation

Provide a circulation system that incorporates alternatives to the single-occupant vehicle, to create a balance among travel modes based on travel needs, costs, social values, user acceptance, and air quality considerations.

Objective C2-1

Provide a pedestrian circulation system to support and encourage walking as a safe and convenient travel mode within the City's circulation system.

Policy C2-1.1

Encourage the development of pedestrian linkages to and from the Green Line stations to encourage and attract internodal transit/walking trips.

Policy C2-1.2

Develop a citywide system of pedestrian walkways, alleviating the conflict between pedestrians, autos, and bicyclists throughout the City.

Policy C2-1.3

Encourage new developments in the City to participate in the development of the citywide system of pedestrian walkways and require participation funded by the project developer where appropriate.

Policy C2-1.4

Ensure the installation of sidewalks on all future arterial widening or new construction projects, to establish a continuous and convenient link for pedestrians.

Policy C2-1.5

Encourage the continued use of the 1911 Act to provide missing sidewalk sections where applicable in residential and commercial areas.

Policy C2-1.6

Encourage shopping areas to design their facilities for ease of pedestrian access.

Policy C2-1.7

Closely monitor design practices to ensure a clear pedestrian walking area by minimizing obstructions, especially in the vicinity of intersections.

Objective C2-2

Provide a bikeway system throughout the City to support and encourage the use of the bicycle as a safe and convenient travel mode within the City's circulation system.

Policy C2-2.1

Implement the recommendations on the Bicycle Master Plan contained in the Circulation Element, as the availability arises; i.e., through development, private grants, signing of shared routes.

Policy C2-2.2

Encourage new development to provide facilities for bicyclists to park and store their bicycles and provide shower and clothes change facilities at or close to the bicyclist's work destination.

Policy C2-2.3

Develop off-street bicycle paths in corridors where appropriate throughout the City.

Policy C2-2.4

Encourage the use of bicycles for trips to and from elementary and high schools in the area as well as parks, libraries, and other public facilities.

Policy C2-2.5

Continue coordination of bicycle route planning and implementation with adjacent jurisdictions and regional agencies.

Policy C2-2.6

Encourage design of new streets with the potential for Class I or Class II bicycle routes that separate the automobile, bicycle, and pedestrian to the maximum extent feasible.

Policy C2-2.7

Ensure that when Hillcrest Street is closed to allow emergency vehicular access only, that the link in the Master Plan of Bicycle Routes is maintained, via the Hillcrest Street right-of-way or any appropriate alternative route.

Policy C2-2.8

Evaluate bikeway system links with the Green Line rail stations and improve access wherever feasible.

Objective C2-3

Ensure the provision of a safe and efficient transit system that will offer the residents, workers, and visitors of El Segundo a viable alternative to the automobile.

Policy C2-3.1

Work closely with the Southern California Rapid Transit District (SCRTD), the Los Angeles County Transportation Commission (LACTC), the Rail Construction Corporation (RCC), Torrance Municipal Bus Lines, the El Segundo Employers Association (ESEA), and private businesses to expand and improve the public transit service within and adjacent to the City.

Policy C2-3.2

Ensure that transit planning is considered and integrated into all related elements of City planning.

Policy C2-3.3

Encourage the development of pedestrian linkages to and from the Green Line stations to encourage and attract intermodal transit/walking trips.

Policy C2-3.4

Evaluate and implement feeder bus service through the City where appropriate. Feeder bus service could potentially take commuters from the fixed transit services (rail and bus) in the eastern portion of the City to the industrial and commercial areas to the west. In addition, midday shuttling of workers east of Sepulveda Boulevard to the Downtown retail area should also be considered.

Policy C2-3.5

Pursue potential Proposition A and Proposition C funds for bus transit shelters, signing, advertising, and bus turnouts to encourage bus ridership.

Policy C2-3.6

Continue the Dial-a-Ride operation and City subsidy to serve all residents of El Segundo, especially the elderly and handicapped.

Policy C2-3.7

Explore the feasibility of using excess government right-of-way, purchased property, or land use arrangements for multiple use of existing facilities, in order to establish or construct park-and-ride services of benefit to El Segundo residents and employees.

Policy C2-3.8

Encourage the implementation of park-and-ride facilities proximate to the I-405 and I-105 Freeways for shuttle service into El Segundo.

Policy C2-3.9

Investigate all LACTC programs which may be beneficial to the City.

Policy C2-3.10

Encourage the LACTC and SCRTD to provide bike storage facilities at the Green Line rail stations.

Objective C2-4

Ensure the use of Transportation System Management (TSM) measures throughout the City, to ensure that the City's circulation system is as efficient and cost effective as possible.

Policy C2-4.1

Establish and maintain a citywide traffic count program to ensure the availability of data needed to identify necessary operational improvements to the roadway system.

Policy C2-4.2

Continue to increase operational efficiencies of the transportation system by implementing all appropriate Transportation System Management (TSM) measures, including but not limited to improving design standards, upgrading and coordination of traffic control devices, controlling on-street parking, and using sophisticated electronic control methods to supervise the flow of traffic.

Objective C2-5

Ensure the use of Transportation Demand Management (TDM) measures throughout the City, where appropriate, to discourage the single-occupant vehicle, particularly during the peak hours. In addition, ensure that any developments that are approved based on

TDM plans incorporate monitoring and enforcement of TDM targets as part of those plans.

Policy C2-5.1

Ensure that Transportation Demand Management (TDM) policies are considered during the evaluation of new developments within the City, including but not limited to ridesharing, carpooling and vanpooling, flexible work schedules, telecommuting and car/vanpool preferential parking.

Policy C2-5.2

Coordinate activities with neighboring jurisdictions and the El Segundo Employers Association (ESEA) to optimize the effectiveness of Transportation Demand Management (TDM) activities.

Policy C2-5.3

Encourage the provision of preferential parking for high occupancy vehicles wherever possible.

Goal C3: Development of Circulation Policies that are Consistent with other City Policies

Develop a balanced General Plan, coordinating the Circulation Element with all other Elements, ensuring that the City's decision making and planning activities are consistent among all City departments.

Objective C3-1 Ensure that potential circulation system impacts are considered when the City's decision makers and staff are evaluating land use changes.

Policy C3-1.1

Require all new development to mitigate project-related impacts on the existing and future circulation system such that all Master Plan roadways are upgraded and maintained at acceptable levels of service through implementation of all applicable Circulation Element policies. Mitigation measures shall be provided by or paid for by the project developer.

Policy C3-1.2

Encourage development projects that effectively integrate major transportation facilities with land use planning and the surrounding environment. These joint uses will obtain economic and aesthetic benefits of coordinated design, achieve land conservation in space-short urban areas of El Segundo, and maintain neighborhood continuity in built-up areas affected by future major transportation routes.

Policy C3-1.3

Ensure that transit planning is considered and integrated into all related elements of City planning.

Policy C3-1.4

Planning principles and Circulation Element goals, objectives, and policies should apply consistently to all land uses in the City.

Policy C3-1.5

Require a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, require the implementation of appropriate mitigation measures prior to, or in conjunction with, project development. Mitigation measures shall be provided by or paid for by the project developer.

Policy C3-1.6

The City shall require submittal and implementation of a Transportation Management Plan (TMP) for all projects within the Urban Mixed-Use area, and shall encourage a TMP for all projects within the northeast quadrant.

Policy C3-1.7

Require the provision of adequate pedestrian and bicycle access for new development projects through the site plan review process.

Policy C3-1.8

Ensure that the driveway stacking distance for multi-family housing is evaluated during the development review process.

Objective C3-2 Ensure the consideration of the impacts of land use decisions on the City's parking situation.

Policy C3-2.1

Ensure the provision of sufficient on-site parking in all new development.

Policy C3-2.2

Ensure that the City's parking codes and zoning ordinances are kept up-to-date.

Goal C4: Compliance with all Federal, State, and Regional Regulations

Ensure that the City of El Segundo remains in compliance with all Federal, State, and Regional regulations, remains consistent with the plans of neighboring jurisdictions and thus remains eligible for all potential transportation improvement programs.

Objective C4-1 Cooperate to the fullest extent possible with State, County, and regional planning agencies responsible for maintaining and implementing the Circulation Element to ensure an orderly and consistent development of the entire South Bay region.

Policy C4-1.1

The City will actively participate in various committees and other planning forums associated with County, Regional, and State Congestion Management Programs.

Policy C4-1.2

Ensure that the City remains in compliance with the County, Regional, and State Congestion Management Programs (CMP) through the development of appropriate City programs and traffic impact analyses of new projects impacting the CMP routes of Sepulveda Boulevard, the I-105 Freeway, and the I-405 Freeway.

Policy C4-1.3

The City will investigate and evaluate the feasibility and merits of adding more routes, that are impacted by external traffic sources, to the County CMP highway system.

Objective C4-2 Ensure that the City's circulation system is consistent with those of neighboring jurisdictions.

Policy C4-2.1

Ensure that new roadway links are constructed as designated in the Circulation Element, and link with existing roadways in neighboring jurisdictions to allow efficient access into and out of the City.

Policy C4-2.2

Adjacent local agencies' plans should be carefully assessed to ensure compatibility across political boundaries. This does not imply that such compatibility is a requirement for adoption of the Circulation Element.

Policy C4-2.3

Monitor and incorporate planning and development of Los Angeles International Airport (LAX) into all aspects of the City's planning.

Policy C4-2.4

Encourage cooperation with other governmental agencies to provide adequate vehicular traffic movements on streets and through intersections by means of synchronized signalization.

Objective C4-3 Establish the City's short-term (5-year) Capital Improvement Program (CIP) consistent with the Circulation Element and the entire General

Plan, and ensure that the CIP incorporates adequate funding for the City's circulation needs.

Policy C4-3.1

Identify and evaluate potential revenue sources for financing circulation system development and improvement projects.

The City of El Segundo General Plan - 1992

HOUSING ELEMENT

5. Housing Element

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5. Housing Element

Introduction

The Housing Element for the City of El Segundo is based on background information available in the Existing Conditions Report. The previous Housing Element was revised in 1983 and subsequently amended in 1984. This Element has been prepared as part of the 1992 General Plan for the City of El Segundo and updates the housing goals and policies that were approved by the City in 1983 and 1984. As required by State law, this Element assesses: the demand for housing for all economic segments of the community; population and job related trends and projections; housing characteristics; an inventory of potential land suitable for residential development; governmental and non-governmental constraints; households with special housing needs; energy conservation; and assisted housing developments (Gov. Code Section 65583 [a]). Goals, objectives, policies, and programs are then provided to guide the City in satisfying the existing housing needs of El Segundo, as well as those of the future population.

The City of El Segundo is a member of the Southern California Association of Governments (SCAG), a regional planning and administrative agency. SCAG provides regional housing needs information to all its members to aid in the preparation and update of the county and local agencies' housing elements. The most recent Regional Housing Needs Assessment (RHNA) for SCAG members was prepared in 1988. RHNA data has been incorporated into this document to demonstrate El Segundo's housing needs in comparison to those of the surrounding region.

Also to aid in the preparation of this Element, the City is required by Government Code Section 65585 to submit a draft to the State Department of Housing and Community Development (HCD) for an advisory review and report of its findings.

Information regarding public participation in preparation of the Housing Element is described in Chapter 1 of the 1992 El Segundo General Plan.

Purpose and Authority

State Government Code Section 65302 (c) requires the preparation of a housing element as part of the General Plan. Section 65583 goes on to explain that the element should include an identification and analysis of existing and projected housing needs; provide a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing; identify adequate sites for housing; and make adequate provision for the existing and projected needs of all economic sectors of the community.

Government Code Section 65583 (c) further calls for a five-year schedule of housing programs that the City intends to implement in order to achieve the goals and policies set forth in the Element.

In order for the Housing Element to be an effective document that addresses all applicable housing issues and functions as a tool for guiding decision makers toward meeting the needs of the community, it needs to be updated periodically. Government Code Section 65588 requires review of the Housing Element for appropriateness, effectiveness, and implementation progress. This Housing Element is based on current information obtained for the Existing Conditions Report and represents an update of the 1984 amended Housing Element.

Although additional subjects which relate to the physical development of the City may be incorporated into the Housing Element, there are no such additional issues facing the City of El Segundo that warrant incorporation into this document (Gov. Code Section 65303).

State law pertaining to housing is probably the most extensive and detailed, compared to all other General Plan Elements. These legal requirements can be found in Chapter 10.6 of the Government Code. They have been enacted to implement State policies which declare the attainment of housing for every California family to be of utmost importance.

The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing,

factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

Summary of Existing Conditions Report

Demand for Housing

The 1990 Census identified the City of El Segundo population to be 15,223. El Segundo's residents are predominately white (85 percent) with the largest portion of the population in the 35 to 64-year age bracket (38 percent). El Segundo's estimated median age is 33. Family households are still a majority in El Segundo (56 percent) as opposed to single or unrelated households, although trends indicate a reversal in family households as a majority. Only 3.8 percent of the households were considered overcrowded, largely due to the number of housing units with three, four, five, or more rooms (89 percent).

The City of El Segundo was estimated to have 77,533 jobs in 1987, according to the report prepared by Donnelly Marketing. The majority of these jobs were identified to be in the manufacturing industry (59.54 percent), which includes the large number of aerospace-related jobs.

The 1990 Census counted 7,190 housing units within El Segundo. In comparing jobs to housing, the demand for housing generated by the 77,533 jobs has escalated housing prices in the City which has affected the median income in El Segundo (in 1989, estimated to be \$43,975 according to National Decision Systems). The 1988 SCAG Regional Housing Needs Assessment identified 6,795 existing households in the City of El Segundo, of which 25.8 percent were considered low income or earning less than 80 percent of the Los Angeles County median income.

In the 1980's the population for El Segundo increased by 10.7 percent, illustrating a reversal of the 1970's trend during which the population fell by 12 percent. SCAG has forecasted that the population will increase by 0.96 percent annually through the year 2010. This SCAG forecast would bring the City population to approximately 18,160 persons, thus requiring 8,540 dwelling units by the year 2010. To accommodate this need, the City would have to add an additional 1,350 units over the next 19 years to the existing housing stock.

Based on the City's 1992 Land Use Element, it has been calculated that the City would reach residential build out at 7,602 units. This figure includes vacant residential land and underdeveloped land

(property with less than 50 percent of its allowable density), which creates a net increase of 412 units. Under the 1985 General Plan, buildout was calculated at 7,735 units.

As required by State guidelines, other sites that may be suitable for residential development have been identified. The El Segundo Planning Department conducted a survey of vacant, underdeveloped, and recyclable land within the City. This survey, indicated in Exhibit H-1, illustrates acreage and land use designations of the properties.

In January 1990, the El Segundo Air Force Base was scheduled for closure due to the lack of affordable housing for military personnel in the South Bay region. Previously, the Air Force was considering El Segundo as an option for the location of 250 townhouse-style units. However, recently the Air Force has been negotiating instead to build new housing in San Pedro at the Fort McArthur military site. The City Council has supported the concept of subsidizing market rents, through a Joint Powers Association (JPA), for military personnel employed at the Air Force Base in El Segundo until housing can be built to accommodate them.

The 1988 Smoky Hollow Specific Plan identified 13.02 acres as suitable for medium density residential. This site is currently occupied by existing light industrial uses. One residential project known as Grand Tropez has been developed providing 88 units. The remaining available 9.4 acres, which could be developed for residential, would provide 169 units based on the General Plan density. Existing infrastructure which serves the existing light industrial uses within the Smokey Hollow Specific Plan area would be adequate to serve residential uses.

Based on the 1992 Land Use Element for the City of El Segundo, it is not feasible for the City to obtain its SCAG 2010 projection of 1,350 additional units over the next 19 years. Buildout has been identified at the addition of 412 units to a total buildout of 7,602 units. It can be estimated, based on the Planning Department log book, that applications for 302 units were submitted or approved from January 1989 through February of 1991. Based upon construction/demolition estimates for those two years, it can be estimated that a net increase in housing of 25 to 60 units can be expected annually for the next two years. Based on historical trends, which indicate the City typically adds an estimated 40 units a year to its housing stock, the City would reach its buildout of 7,602 units in the year 2003. The current growth rate and the limited number of units available under the 1992 Land Use Element buildout calculation illustrates that it is not reasonable or obtainable to reach the SCAG

Lands Suitable for Residential Development

Land Use Designation	Vacant Acres	Underdeveloped Acres	Recyclable Acres	Net Potential New Units ¹
Single-Family	1.3	0.0	0.0	10
Two-Family	0.3	14.9	0.0	63
Planned Residential	0.0	0.0	5.7	65
Multi-Family	0.6	23.4	2.7	105
Smoky Hollow Mixed Use	0.0	0.0	9.4	169
Grand Total	2.2	38.3	17.8	412

¹ Net Potential New Units equals total new units less those lost through intensification of underdeveloped land (i.e., R-1 to R-2 or R-3) and recycling of residential land to non-residential uses (i.e. R-3 to Commercial).

Source: The Lightfoot Planning Group

CITY OF EL SEGUNDO • GENERAL PLAN

Lands Suitable for Residential Development

exhibit

H-1

1988 Regional Housing Needs Assessment (RHNA) projection of 1,148 additional units by 1994.

Housing Characteristics

The majority of El Segundo's housing stock was built after 1950. The quality of the housing stock is high and in good condition. In 1990, the Census identified 3,420 single-family homes, 3,770 multi-family homes and others, totaling 7,190 dwelling units within the City. The number of multi-family units has been increasing and the number of single-family homes has been decreasing due to recycling of underdeveloped single-family lots.

The 1990 Census identified that 40.4 percent of the occupied units in the City were owner-occupied and approximately 59.6 percent were renter-occupied. The vacancy rate has remained fairly stable, increasing only 0.66 percent over 10 years. In 1990, the vacancy rate was 5.8 percent and there were 417 units vacant.

Housing Affordability

The cost of housing in El Segundo increased dramatically in the 1980's. The median rental rate increased from \$389 in 1980 to \$754 in 1990, a 94 percent increase. Median sales prices increased from \$177,400 in 1980 to \$357,300 in 1990, a 101 percent increase. In comparison, incomes increased an estimated 32 percent. Based on Housing and Urban Development (HUD) rental pricing caps and estimated rental prices, affordable rental units to very-low and portions of low income households do not exist within the City.

The Regional Housing Needs Assessment prepared by SCAG in 1988 identifies the need for 1,148 new housing units for the City of El Segundo to satisfy its fair share of the Regional Housing needs. SCAG identified that other than the 36 units required for the GAP period from January 1988 through June 1989, an additional 156 very-low income units, 171 low income units, 224 moderate income units, and 561 high income units would be needed. As indicated earlier, achievement of this forecast is not reasonable.

Governmental Constraints

As required by State law (Government Code Section 65583 [A] [4]), a housing element is required to address existing and potential governmental constraints upon the maintenance, improvement, and development of new housing for all income levels.

Land use controls which may limit residential development in El Segundo include General Plan designations such as Commercial, Industrial, and Manufacturing on vacant, infill, and recyclable lands. A majority of these areas exist in the Smoky Hollow Specific Plan area and east of Sepulveda Boulevard. Deed restrictions also exclude residential development on certain properties located east of Sepulveda Boulevard.

There are four residential land use designations which include Single-Family Residential (8 du/ac); Two-Family Residential (12 du/ac); Multi-Family Residential (18-27 du/ac); and Planned Residential Development (65 units on 5.66 acres). The minimum lot size for the Single-Family and Multi-Family designations is 5,000 square feet, and 7,000 square feet for Two-Family Residential. The Smoky Hollow Mixed-Use designation allows residential densities of 18 du/ac. While 18-27 du/ac may be viewed as high density for El Segundo, other cities allow higher densities. Therefore, this may be considered a constraint on high density housing which provides for affordable housing.

Enforcement of all City codes is handled by the appropriate departments and is typically coordinated by the Planning and Building Safety Department. The Building Safety Division enforces the 1991 California Uniform Building Code. This is utilized during construction inspections and in bringing legal non-conforming uses up to code pending any discretionary approvals by the City. The Planning Division enforces the Zoning Ordinance. Development standards such as setbacks, lot coverage, parking, and height limits are typical for South Bay cities and, therefore, do not create any unusual constraints.

Due to the five year drought, the City and the State Water Authority, MWD, have established fines for excessive water consumption. This may affect the maintenance of existing homes and yards. If the State mandates water conservation programs, it could potentially prevent or reduce the number of new housing units that could be constructed due to the increase in water demand that these homes may create.

The City collects various fees from developers. Fees are collected upon filing of an application for multi-family developments that require a discretionary approval (single-family residences do not require discretionary approvals). Fees are also collected at the time of building permit issuance such as: school fees, public facilities fees, water connection and meter fees, park fees, police fees, fire, library, and traffic fees. According to the fee schedule, shown as Exhibit H-2, as required by Housing Community Development (HCD) regulations, the fees do not create an unusual constraint to residential development.

Processing and permit procedures do not seem to be a constraint in El Segundo. The Planning, and Building Safety, and Public Works Departments are located in the same building, providing one-stop permitting services. Currently it takes approximately 2 to 6 weeks to review and process plans. Zone changes and Planned Residential Developments (PRD) are typically taking 3 to 4 months to review

and process for a public hearing, although this may vary depending upon the type of environmental review required.

The City is not currently participating in or encouraging low income housing programs, such as Community Development Block Grant (CDBG) Housing Rehabilitation Programs, California Housing Finance Agency (CHFA) Rehabilitation Low Interest Loan Programs, or Section 8 rent subsidies programs. As these opportunities are not pursued, it further constrains housing opportunities for low income households in El Segundo. At one time, the City had been participating in the CDBG Housing Rehabilitation Program, but that funding was channeled into other City programs.

The City of El Segundo is a Low Property Tax City. Due to Proposition 13, the County of Los Angeles Tax Assessor collects one percent of the assessed property value. Of the one percent collected by the County Assessor, the City of El Segundo receives 7.0 percent. Therefore, for \$100.00 of property value, the City collects 7.0 cents. Other cities may not be burdened with such a constraint which limits available funds that could potentially be utilized for various related programs.

Non-Governmental Constraints

State law also requires housing elements to address non-governmental constraints such as the cost of land, construction, and financing. These factors cannot be controlled by the City.

There are significant physical constraints within and adjacent to El Segundo that greatly impact the City's ability to provide opportunities for additional housing. Historically, less than 25 percent of the land within the City has been used for residential development. The remaining land has been and is currently being used primarily for a mixture of light and heavy industrial purposes. Uses include oil refineries, aircraft and space vehicle manufacturing, chemical production, corporate research and supporting office, commercial, and hotels. The development investment in these properties is literally hundreds of millions of dollars, making conversion to residential uses economically infeasible. When sufficient quantities of this property has become available for recycling, the City has permitted residential uses in a mixed-use environment west of Sepulveda Boulevard, provided on-site and infrastructure issues could be successfully addressed. These issues include hazardous waste disposal, the adequacy of residential services, incompatible traffic patterns, and buffering from remaining non-residential uses.

In addition to these internal constraints, residential uses in El Segundo continue to be impacted by external uses. The noise, traffic,

FEES REQUIRED AT BUILDING PERMIT
SCENARIO: 2,000 SF home on a 5,000 SF lot

BUILDING DEPARTMENT	
Permit	800.50
Plan Check	400.25
Energy	<u>200.13</u>
	1,400.80
ENGINEERING	
Permits:	
Sewer	50.00
Water	50.00
Street Work	50.00
Demolition	50.00
Grading>50CYDS	<u>50.00</u>
	250.00
INSPECTION	
Approx. 10 hours	300.00
SEWER CONNECTION (New)	
	580.00
WATER SERVICES	
Single-family	300.00
Duplex	350.00
Multi-family	119.00*
Inspection	200.00
Deposit	<u>1,000.00**</u>
	<u>1,180.00</u>
	<u>\$2,803.80</u>

* Installed by private firm
 **Refundable

Additional fees may be required to mitigate impacts such as thoroughfare, storm drains, and other public services and facilities. These fees are calculated on a per project basis and are included into the conditions of approval

SOURCE: El Segundo Building and Engineering Departments 1/92

CITY OF EL SEGUNDO FEES FOR PLANNING SERVICES

BELOW IS A SUMMARY OF CURRENT APPLICATION FEES THAT ARE RELATED TO RESIDENTIAL DEVELOPMENT.

TYPE OF ACTIVITY	1.SINGLE-FAMILY WITH 10 OR MORE UNITS	1.SINGLE-FAMILY WITH LESS THAN 10 UNITS
	2.MULTI-FAMILY WITH MORE THAN 6 UNITS	2.MULTI-FAMILY WITH 6 UNITS OR LESS
SUBDIVISION	\$ 935	\$ 675
ZONE RECLASSIFICATION	1320	935
GEN. PLAN AMENDMENT	1320	935
PRECISE PLAN RESIDENTIAL	1135	810
UNCLASSIFIED USE PERMIT	1065	780
VARIANCE/CUP-RESIDENTIAL	935	675
ADJUSTMENTS	520	375
APPEALS	235	170
ENVRMNTL IMPACT REPORTS	3650	37
SMOKY HOLLOW FLOATING ZONE	1060	N/A
SMOKY HOLLOW SITE PLAN;STAFF OR PLANNING COMM.REVIEW	750	N/A
BUSINESS LICENSE REVIEW	5	5
PRELIMINARY REVIEW	80	55
LETTER OF CLARIFICATION	60	45

SOURCE: EL SEGUNDO PLANNING DEPARTMENT 12/91

CITY OF EL SEGUNDO • GENERAL PLAN

Residential Development Fees

exhibit

H-2

air quality, odor and safety issues created by LAX, Hyperion, and two power plants, require that a large portion of the City's resources be used to preserve and protect the housing and quality of life of its existing residents. This leaves very few resources available to divert to creating new residential opportunities.

The deed restrictions on vacant or underdeveloped lands east of Sepulveda Boulevard cannot be affected by City action and are therefore non-governmental constraints. The economic analysis has stated that land values for all land east of Sepulveda Boulevard within El Segundo are too high to support developments that are solely residential in nature. Land costs in El Segundo are generally high for residential development (\$25 to \$40 per square foot for vacant residential land). This, combined with interest rates for construction (6% plus 1 to 2 points on an annual basis) and home improvements (9.75%) has added further constraints on improving and maintaining existing units, and providing new housing units (Source: Union Bank, 9/92). Construction costs have also increased over the last several years. Currently, typical residential construction costs are approximately \$78.25 per square foot, which adds additional constraints on housing markets.

Special Housing Needs

In addressing Government Code 65583 (A) (6) regarding special housing needs, El Segundo has identified the following groups:

The elderly (65 years of age and above) comprise 10 percent of the population in El Segundo. There are 454 one-person households, 627 family households, and 39 non-related households that are within El Segundo. This totals 1,120 housing units or 16.5 percent of the occupied housing units within the City. Trends indicate that this segment of El Segundo's population has been expanding. In 1984, the City, in recognition of this trend, developed a 97-unit senior housing project reserved for very-low and low income seniors.

The Los Angeles Air Force Base in El Segundo employs 1,171 officers and 407 enlisted personnel. Incomes for this segment of the population are limited, which makes them a special needs group. The provision to subsidize market rents to provide affordable military housing will address this group's need until new affordable military housing can be provided. When this new housing is constructed, then existing affordable housing units, currently occupied by military personnel, will become available to other special needs groups which require affordable housing.

Female heads-of-household with related children and no husband present are considered by State law to have special needs. This is due to the need for larger homes and the limits of a single income

which has typically been lower than that of a male. The 1990 Census identified 336 such households within El Segundo. This group comprised almost five percent of the City's occupied housing units.

The City provides marked handicapped parking spaces in front of housing units occupied by handicapped citizens as an ongoing program and works with CDBG funds to remove barriers to public facilities. As of June, 1991, the Street Maintenance Division had 24 households participating in the Handicap Demarcation Program offered by the City. In addition to the parking consideration, housing units to serve this special needs group should require less maintenance and be free from barriers such as stairs, non-accessible parking spaces, and other requirements mandated by Title 24.

Large families with five or more persons-per-household comprised only five percent of the population in El Segundo in 1990. As El Segundo contains many large single-family homes, this special needs group is adequately accommodated.

Agriculture is not an existing land use designation within El Segundo, however, small nurseries may be present as secondary uses within the City. The 1990 Census has identified four vacant housing units available for farm worker housing, which satisfies basically a non-existent special needs group. Contact with the Los Angeles County Agricultural Commission indicated that due to the lack of agricultural uses in the area, no significant needs could be identified.

The Census did not identify persons in need of emergency shelter within the City of El Segundo. Conversations with the El Segundo Police Department, the Excelsior House in Inglewood, and Transitional Living Centers in Lawndale also indicated that there is no permanent homeless population in El Segundo. No formal emergency shelter programs exist within the City; however, the Salvation Army does provide the Police Department with nominal funding on an "as needed" basis to assist the occasional homeless person that comes through El Segundo.

Energy conservation with respect to residential development in El Segundo is handled through enforcement of the Uniform Building Code. The City permits the use of solar panels to provide energy for residential uses.

Currently there are no "Assisted Housing Projects" as defined by State and Government Code Section 65583 (A) (8). This conclusion was reached based on technical assistance papers provided by the Office of Housing and Community Development. The 97-unit senior

housing project for very-low and low income households does not receive funds from federal, state, or local sources. This project is self-sufficient and operates with no outside funding.

Goals, Objectives, Policies, and Programs

Intent With a very limited supply of land and virtually no available public funding sources, El Segundo's housing objectives are primarily to protect and preserve its existing housing stock and to assist the Air Force in providing new housing opportunities for military personnel. The City intends to pursue the identification and acquisition of funding for a variety of rehabilitation programs for El Segundo residents over the next two program periods. In addition to the small amount of new construction anticipated on presently underdeveloped residential land, the City will also provide an opportunity for the private market to create new units within the Smoky Hollow Mixed-Use district.

Action Program The following goals, policies, and programs are designed to strengthen the ability of the City to meet the intent. Integrated into these goals, objectives, and policies are programs which constitute the series of actions the City will undertake over the next five years to implement the policies and achieve the goals and objectives of the Housing Element.

There are five goals stated in this Element. The goals are end conditions which state a desired achievement. How the goal will be achieved is established via the subordinate objectives, policies, and action programs.

Under each goal there are several objectives. Objectives are more specific achievements the City will strive for to obtain the more broad-based goal. Each objective should address a particular outstanding housing need that is identified in the previous sections of the Element. Many objectives establish numerical targets to be achieved in action programs.

Each objective will contain one or more programs that will describe an action necessary to achieve an objective. The programs are briefly described and are to be implemented over the five-year period of the Element. Many of the programs are studies that will take a comprehensive look at a certain aspect of housing and may follow through with a more specific program should the study indicate a plan of action be required. Due to complexities of certain subjects, it is important to take a close look at the impacts and implications that these programs may bring about.

Under many objectives, but not all, there are policies. Policies are statements on the position the City takes to implement an objective. Policies contained in the Housing Element are important statements as they reflect the City's official position on a matter. Future development must be consistent with these policies.

Following each program are line items:

Funding indicates the source of funds to be used for each program. Where a funding source indicates General Fund, it means the program will use existing staff or resources and be funded by the General Fund. Some funding sources indicate the use of State or Federal funds. Where these funds might become unavailable, implementation of these programs may not be possible. Several programs which the City is desirous of undertaking do not have an identified funding source at this time. It is the City's intent that efforts be undertaken now to identify funding so that these programs can be implemented during the 1994-1999 program period.

Lead Agency indicates the agency, department, or authority responsible for the program. When more than one agency is listed, it is a joint or cooperative effort. The City of El Segundo means the City Council will be the lead agency, with the administration and actual staffing to be carried out by the appropriate department.

Target Year indicates the time span for most of the programs, usually from 1992 until 1997. Where only one date is indicated, it means the fiscal year the program is scheduled to be implemented or the study will take place.

Goal H1: Open and Fair Housing Opportunities

All El Segundo housing opportunities (ownership and rental, fair-market and assisted) will be offered in conformance with open housing policies and free of discriminatory practices.

Objective H1-1 (Fair Housing)

Disseminate and provide information on fair housing laws and practices to the community.

Program H1-1A

The City will make information on "Fair Housing Law and Practices" available to all tenants, property owners, and other persons involved in the sale and rental of housing throughout El Segundo on an ongoing basis.

Funding: General Fund
Lead Agency: Planning and Building Safety Department
Target Years: 1992-1994

Program H1-1B

The City will implement a program of referrals to the appropriate agencies for complaints on fair housing issues. These complaints will be monitored by the referral agency (Planning Division) as to the status of the complaint and will direct any action, if required, to the appropriate local, state, or federal agencies for further actions.

Funding: General Fund
Lead Agency: Planning and Building Safety Department
Target Years: 1993-1995

Program H1-1C (Low Income Referrals):

The City will assure that information on the availability of assisted, or below-market housing is made available to all lower income and special needs groups.

Funding: General Fund
Lead Agency: Planning and Building Safety Department
Target Years: 1992-1994

Goal H2: Groups with Special Needs

Provide sufficient new, affordable housing opportunities in the City to meet the needs of groups with special requirements, including the needs of current military lower and moderate income households.

**Objective H2-1
(Military)**

Provide funding through a Joint Powers Authority to subsidize market rents for military personnel employed at the Air Force Base in El Segundo.

Program H2-1A

The City shall provide a maximum of \$50,000 per year for a minimum of two (2) years to a Joint Powers Authority to subsidize military personnel rents until new military housing can be provided.

Funding: General Fund
Lead Agency: City Manager's Office
Target Year: 1993-1995

**Objective H2-2
(Senior/Elderly)**

Provide regulations to facilitate additional senior housing.

Program H2-2A

Establish Senior Citizens' housing regulations that conform to the provisions of Government Code Section 65913.4 and 65915 (density bonus). Establish standards for location, parking, safety, recreation facilities, medical care, and other aspects of senior-orientated housing. Consider requiring all senior citizen projects to be approved under Conditional Use Permit. Establish appropriate monitoring and reporting procedures to assure compliance with approved project conditions.

Funding: General Fund

Lead Agency: Planning and Building Safety Department

Target Year: 1994

**Objective H2-3
(Community
Reinvestment Act)**

Monitor the lending practices of local lending institutions for compliance under the Community Reinvestment Act to evaluate lending activities and goals toward meeting the community's credit needs.

Policy H2-3.1

The City will annually evaluate its banking practices with local and regional lending institutions based on CRA lending reports. The City will reevaluate its relationship with lending institutions that are substantially deficient in their CRA ratings.

Program H2-3.1A

The City will monitor and evaluate local lending institutions' compliance with the CRA. Lending institutions which are deficient in meeting CRA lending responsibilities in areas such as multi-family construction and lending for affordable housing will be identified. The City will explore means to encourage greater lending activities in El Segundo.

Funding: General Fund

Lead Agency: Finance Department

Target Years: 1992-1994

**Objective H2-4
(Housing Element/
Annual Report)**

Ensure that the Housing Element retains its viability and usefulness through annual amendments, review, and monitoring.

Program H2-4A

To retain the Housing Element as a viable policy document, the Planning Division will undertake an annual review of the Housing Element and schedule an amendment, if required. Staff will also develop a monitoring program and report to the City Council

annually on the progress and effectiveness of the housing programs. This monitoring program will be in conjunction with new State of California requirements regarding annual reports.

Funding: General Fund
Lead Agency: Planning and Building Safety Department
Target Years: 1993-1995

Goal H3: Preservation of Existing Housing Stock

Preserve and protect the existing housing stock with special attention to housing located in the City's older neighborhoods.

**Objective H3-1
(Neighborhood
Improvement)**

Assist in the creation of a Neighborhood Improvement Program to provide local resident input and participation into neighborhood preservation and improvement programs.

Program H3-1A

Assist residents, especially in older neighborhoods, in the creation of a Neighborhood Improvement Program under which the City staff would: 1) promote organizations directed at fostering neighborhood pride and improvement, 2) provide information on funding resources. Activities might include housing rehabilitation and repair, infrastructure maintenance and repair, weed abatement, abatement of code violations, neighborhood pride and awareness activities, charitable activities, and information outreach, among others.

Funding: General Fund
Lead Agency: Planning and Building Safety Department
Target Years: 1993-1995

**Objective H3-2 (Noise
Mitigation)**

To improve the quality of living within the City of El Segundo by promoting sound attenuation improvements to the existing housing stock.

Program H3-2A

The City shall purchase and renovate an existing home, utilizing all modern sound attenuation devices. This home will serve as a model to citizens to illustrate the appearance and effectiveness of the sound attenuation devices.

Funding: Federal Aviation Administration - FAA Part 150
Grant, Los Angeles Board of Airports, City General
Funds, Citizens

Lead Agency: City of El Segundo

Target Year: 1992-1993

Program H3-2B

The City shall request funding from the FAA to renovate existing homes with modern sound attenuation devices to reduce interior dBA ranges to acceptable levels. Target: Renovate 707 homes.

Funding: FAA

Lead Agency: Administration

Target Year: 1992-2000

**Objective H3-3
(Condominium
Conversion)**

Develop and implement a program to enforce the Condominium Conversion Ordinance and create a program to monitor conversions to condominium of those rental apartments which house primarily low and moderate income households and limit those conversions that reduce the supply of affordable housing for those income ranges.

Policy H3-3.1

Conversions to condominiums of existing rental units which contain households of low and moderate income may not be approved unless findings can be made that the units will remain affordable, and the City has met its need for affordable housing stock.

Program H3-3.1A

Develop a program to limit condominium conversion when such conversions would reduce the number of low or moderate housing units available throughout the City.

Funding: Unidentified at this time

Lead Agency: Planning and Building Safety Department

Target Year: 1994-1999

**Objective H3-4
(Rental Stock
Monitoring)**

Maintain a database of information on vacancy rates, rental rates, and physical condition of the City's existing rental housing stock, and utilize this database to evaluate programs affecting rental stock.

Program H3-4A

The City shall develop and implement a program in which it will periodically collect information on the factors affecting supply and demand of existing rental stock within the City. This information will be used in analysis of rental housing to be contained in the annual Housing Element Report.

Funding: Unidentified at this time

Lead Agency: Planning and Building Safety Department

Target Year: 1994-1999

**Objective H3-5
(Rehabilitation)**

Identify and rehabilitate substandard and deteriorating housing.

Program H3-5A

The Building Safety Division will develop and implement a program to monitor and report to the Planning Division information on housing stock that is substandard and/or deteriorating. Identified structures will be reported to the Planning Division for assistance under the City's rehabilitation and assistance programs.

Funding: Unidentified at this time

Lead Agency: Planning and Building Safety Department

Target Years: 1994-1999

**Objective H3-6
(Rehabilitation
Incentives)**

Provide incentives for the rehabilitation and preservation of deteriorating rental units which house lower income residents.

Program H3-6A

The City will develop and implement a program to provide processing incentives for the owners of lower income rental stock in need of rehabilitation and preservation. These incentives will include, but not be limited to, the waiving or reduction of planning and building fees and priority processing.

Funding: Unidentified at this time

Lead Agency: Planning and Building Safety Department

Target Years: 1994-1999

**Objective H3-7
(Rehabilitation-
Homeowners)**

Provide rehabilitation assistance, loan subsidies, and loan rebates for lower income households, persons of special needs, and senior homeowners, to preserve and rehabilitate deteriorating homes.

Policy H3-7.1

The provision of rehabilitation assistance and assistance to homeowners will be targeted to low income, special needs, and senior households, in that priority.

Program H3-7.1A

The City will develop and implement a homeowner rehabilitation program targeted to lower income, special needs (handicapped, low income large-family, etc.), and senior households that will consist of financial and processing incentives, such as low interest and deferred repayment loans, loan rebates, and priority processing.

Funding: Unidentified at this time

Lead Agency: Planning and Building Safety Department

Target Years: 1994-1999

Goal H4: New Housing Opportunities

To provide opportunities for new housing construction in a variety of locations and a variety of densities as illustrated in Exhibit H-1 page 5-5 .

Objective H4-1 Permit vacant and underdeveloped property designated as residential to develop with a diversity of types, price, and tenure.

Program H4-1.1

New housing development in existing and potential residential zones will be achieved through private sector efforts. New development will be achieved through the auspices of State Planning Law and the City's General Plan and Municipal Code. Although there is no special program for this overall objective, it is recognized that achievement of this objective will be heavily influenced by private sector marketing strategies; local, state, and national economic trends; availability of regional infrastructure and services; and other factors beyond the control of the City of El Segundo.

Objective H4-2 To allow new opportunities to be developed within the Smoky Hollow Mixed-Use designation as indicated by the 1992 Land Use Element.

Policy H4-2.1

Encourage the use of the Medium Density Residential Zone within Smoky Hollow upon the consolidation of existing lots to create parcels greater than 2.5 acres in size.

Policy H4-2.2

Require that all housing proposals within the Smoky Hollow Mixed-Use designation provide supplemental environmental analysis which addresses infrastructure and government services requirements.

Objective H4-3 Continue to permit a second dwelling on selected single-family lots when such lots abut higher intensity land use designations.

Goal H5: Resource Conservation

Create new and redeveloped housing which conserves natural resources, in particular, energy, and water.

**Objective H5-1
(Energy Conservation)**

Promote energy conservation in new housing development.

Program H5-1A

The City will continue to implement energy conservation measures in new housing development through State Building Code, Title 24 Regulations, and solar orientation of major subdivisions through Title 20, Chapter 17, of the Municipal Code.

Funding: Private Funding
Lead Agency: Building Safety Division
Target Years: 1992-1994

**Objective H5-2
(Water Conservation)**

Promote resource conservation including water conservation in new housing development.

Program H5-2A

New housing construction developed under a water emergency may be required to develop strict conservation guidelines, including but not limited to, mandatory installation of low-flush and low-flow bathroom and kitchen fixtures, drought-tolerant landscaping or modification of landscaping requirements until the water emergency is lifted, and requiring the use of reclaimed water in all construction grading projects. Any such actions shall be in accord with policies adopted by the City in response to declared emergencies.

Funding: Private Funding
Lead Agency: Public Works Department
Target Years: 1992-1994

The City of El Segundo General Plan - 1992

OPEN SPACE & RECREATION ELEMENT

6. Open Space and Recreation Element

Table of Contents	page
Introduction	6-1
Summary of Existing Conditions	6-2
Goals, Objectives, and Policies	
Goal OS1: Provision and Maintenance of Open Space and Recreation Facilities	6-10

6. Open Space and Recreation Element

Introduction

The City of El Segundo is primarily an industrial and suburban residential environment with little undeveloped land. As such, the City's major open space and recreation resources are public parks and recreational facilities. There is a common community belief that these resources need to be protected, and whenever possible, created for recreation, beautification, and maintenance of the small town atmosphere and quality of life in the community.

Purpose and Authority

Section 65302(e) of the California Government Code requires the adoption of an open space element as part of the general plan. Government Code Section 65560 states that "Open Space Land" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use, such as:

- The preservation of natural resources
- The managed production of natural resources
- Active and passive outdoor recreation
- Public health and safety

The City of El Segundo contains land as defined by the Government Code in three of the four open space categories.

The City has natural resources, such as beach area and an endangered species, that require preservation. City parks, parkettes, and areas designated for recreational purposes, school facilities, privately owned recreational facilities, scenic corridors, and utility easements are all land uses in El Segundo that require open space preservation for outdoor recreation. El Segundo also maintains open space for the public health, safety, and welfare in the form of storm drainage basins. The preservation of open space for the managed production of resources, such as mining or agriculture, is not an issue in El Segundo, and therefore, will not be addressed in this Element.

Open space provides visual relief from urban development, helps shape the urban form, and provides buffers between incompatible land uses. The Government Code indicates that the open space element should address the unnecessary conversion of open space land to urban uses. The element should also provide a program for the provision of open space in an orderly pattern of growth and development. Both of these issues are addressed through the implementation policies that are located at the end of this document.

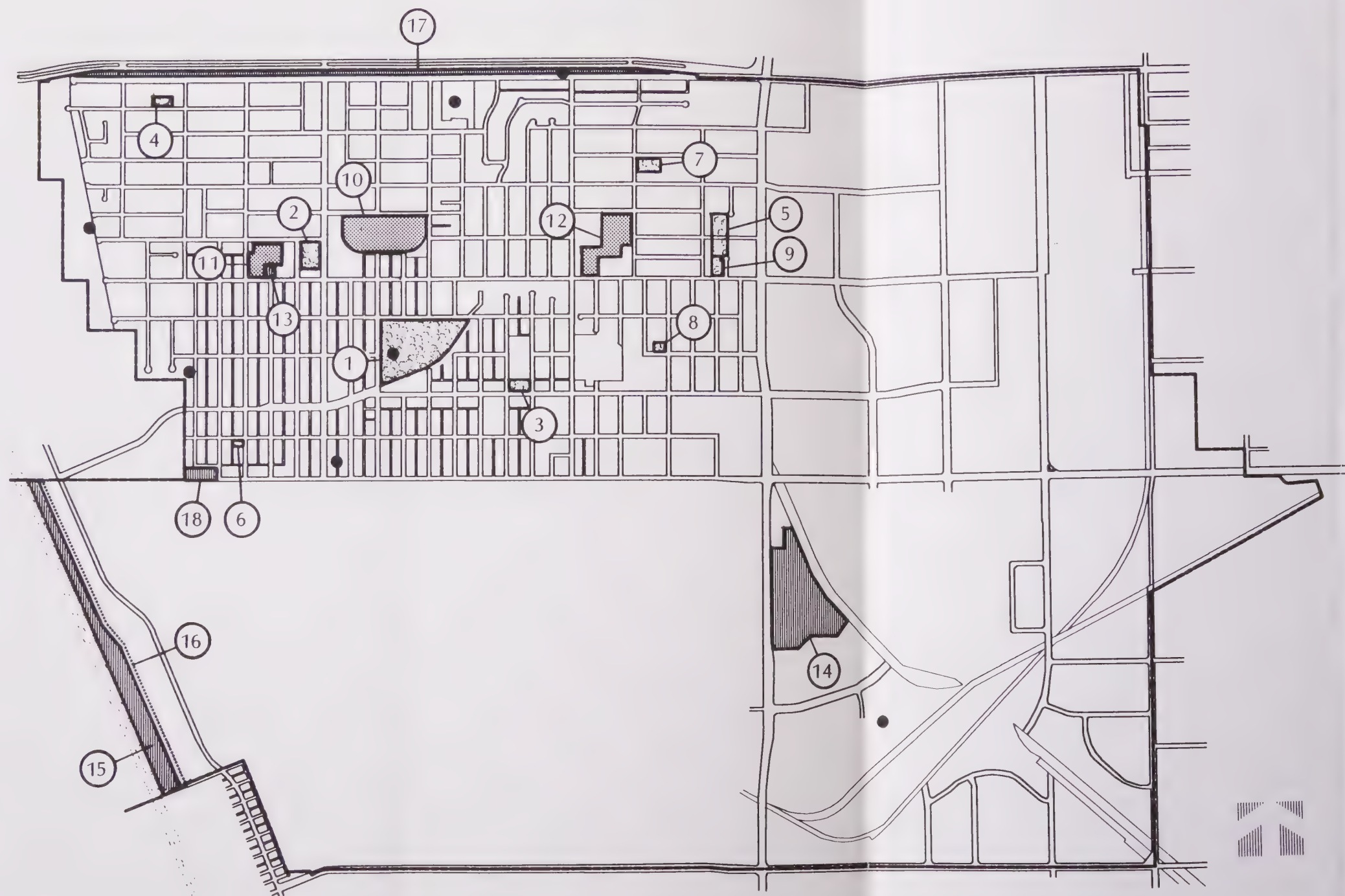
The majority of El Segundo's open space resources are in the form of improved park land. Therefore, the City's parks and recreation issues will be addressed in this Element. Open space issues also overlap those of other elements, such as Land Use, for designation of open space areas; Conservation, for the protection of natural resources; and Safety, for the protection of the public health and safety. Therefore, related discussions can be found in such elements, and the information contained in them is consistent with this document. Moreover, a detailed inventory and analysis of El Segundo's existing open space and recreational resources is located in the Existing Conditions Report.

Organization

This Element contains a summary of the Existing Conditions Report. A detailed discussion regarding vacant lands, drainage basins, and regional recreational opportunities can be found in the Existing Conditions Report. This Element is concluded with the implementation program which includes a broad goal and detailed objectives and policies that will guide the City toward achievement of its open space and recreation goal.

Summary of Existing Conditions

The City of El Segundo has a wide variety of open space and recreational resources. For purposes of this Element, they will be grouped into two categories: publicly-owned resources, and privately-owned resources. See Exhibits OS-1 and OS-2. The publicly-owned resources include nine public parks, three school sites, a utility transmission corridor, a golf driving range, a wildlife preserve, a recreation facility, and a beach area. The public facilities contribute a total of 91.0 acres of open and recreational space to the City of El Segundo. The privately-owned facilities include three parks, two utility transmission corridors, landscaping, and three recreational facilities. The private facilities account for a total of 102.7 acres. The entire open space and recreation inventory for the City of El Segundo totals 193.7 acres.



LEGEND

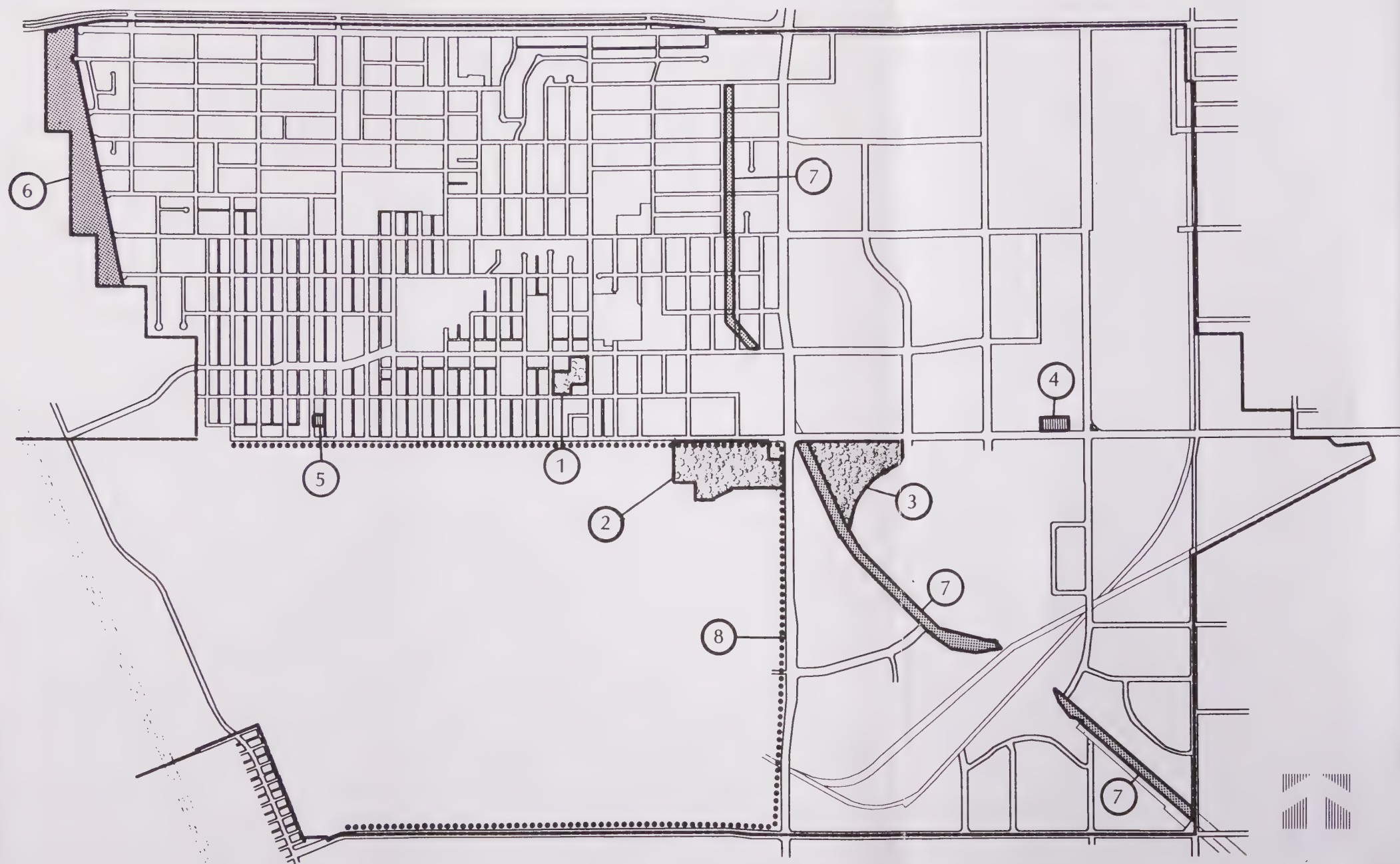
- PARKS**
 - 1 Recreation Park
 - 2 Library Park
 - 3 Hilltop Park
 - 4 Acacia Park
 - 5 Washington Park
 - 6 Candy Cane Parkette
 - 7 Sycamore Parkette
 - 8 Kansas Parkette
 - 9 Constitution Park
- RECREATION AREAS ON SCHOOL PROPERTY**
 - 10 El Segundo High School
 - 11 Middle School (Richmond St.)
 - 12 Center Street School
- RECREATIONAL FACILITIES**
 - 13 Urho Saari Swim Stadium
 - 14 Driving Range
 - 15 Beach Area
 - 16 County Bicycle Lane
- UTILITY TRANSMISSION CORRIDOR**
 - 17 (Imperial Strip)
- WILDLIFE PRESERVE**
 - 18 El Segundo Blue Butterfly
- FLOOD CONTROL BASIN**
Owned and maintained by City

CITY OF EL SEGUNDO • GENERAL PLAN

Public Open Space and Recreational Facilities

exhibit

OS-1



LEGEND

-  PARKS
 - 1 Wyle Park
 - 2 Chevron Employee Park
 - 3 Hughes Employee Park
-  RECREATIONAL FACILITIES
 - 4 Seiko Tennis Courts
 - 5 Old Town Music Hall
-  UTILITY RIGHTS-OF-WAY
 - 6 Dept. of Water and Power
 - 7 Southern California Edison
-  LANDSCAPING
 - 8 Chevron Refinery

CITY OF EL SEGUNDO • GENERAL PLAN

Private Open Space and Recreational Facilities

exhibit

OS-2

Public Facilities

The extensive park system is the most obvious form of publicly-owned open space in the City and includes eight neighborhood parks and one large community park. They are as follows: Acacia Park, Candy Cane Parkette, Constitution Park, Hilltop Park, Kansas Parkette, Library Park, Recreation Park (community park), Sycamore Parkette, and Washington Park. A variety of playground equipment, picnic facilities, and recreation structures are located throughout the park system.

The El Segundo Unified School District of Los Angeles County and the City of El Segundo have signed agreements to allow joint use and operation of the park and recreation facilities located at El Segundo High School, El Segundo Middle School (Richmond), and Center Street Elementary School. The agreement that was renewed on September 12, 1990, generally allows the City to provide recreational programs and facilities on public school grounds during after-school hours and on weekends. The Imperial Elementary School site is closed and unused. The Junior High School site is currently leased to the Los Angeles Raiders football team and has one year left on its lease. The Imperial School site is designated for Planned Residential Development on the Land Use Plan.

Preservation of open space for the protection of natural resources is an issue in El Segundo which pertains to the existence of the El Segundo Blue Butterfly (*Shijimiaeoides battoides allyni*). This type of butterfly is on the federal endangered species list and occurs on 1.6 acres of land located next to the Chevron Refinery. The Chevron Corporation has established a preservation program to help sustain and increase the butterfly population by attempting to expand the buckwheat habitat in which it lives.

The narrow sandy beach area located west of the Chevron Refinery and the SCE energy facility, is publicly owned by the State Lands Commission and is maintained by the County of Los Angeles. The County of Los Angeles also maintains a bicycle path that runs along the narrow shoreline and connects with the county paths in the City of Los Angeles to the north and the community of El Porto to the south. Access to the beach area is provided from the north through Dockweiler State Beach, and from the south through Manhattan State Beach. The Imperial Strip is a city-owned and maintained utility transmission corridor which runs along the City's northern city limit. The 7.35-acre area between Hillcrest Street and Center Street functions as a passive open space corridor that buffers the City from the Los Angeles International Airport.

The City of El Segundo owns and operates the Urho Saari Swim Stadium and a golf driving range for public use. The swim stadium

is 0.46 acres in size and is operated by the El Segundo Recreation and Parks Department. The facility offers a variety of aquatic activities for the enjoyment of all ages. The 27-acre driving range property is proposed to be redeveloped into a 9-hole golf course.

The Recreation and Parks Department operates three facilities that provide meeting places for local clubs and organizations: the Joslyn Adult Center, the George E. Gordon Clubhouse, and the Teen Center. These facilities provide recreation opportunities for all ages within the community.

Funding for recreational programming, facility maintenance, and improvements is obtained through participation fees/charges, donations, grants, the Community Development Block Grant Program, Propositions "A" and "C," the general fund, and water funds. The City does not collect recreation or park land development fees.

One of the main concerns of the City of El Segundo is the protection of the community's health and safety. As such, a variety of flood control basins have been located throughout the City. These basins provide the City with valuable visual open space in the areas in which they occur and have potential for reuse and development into park land as modifications to the drainage system are made.

Private Facilities

It is estimated that 20 percent of the recreational facility users are non-residents. To help accommodate the demand beyond that of the residents, several large private employers, such as Chevron, Hughes, and Wyle Laboratories, have established extensive on-site parks and recreation facilities for their employees and their families. Wyle Park is open to the general public; however, due to the park's General Plan designation, Wyle Laboratories has the ability to convert the park into a parking lot if and when Wyle Laboratories needs the area for parking.

The El Segundo Parks and Recreation Commission has adopted standards in order to provide recreation facilities for the daytime employee population and to reduce the demands on public recreation facilities which are intended primarily to serve the resident population. Commercial and industrial developments that have been required to include on-site employee recreation facilities include the El Segundo Research Center, Grandway, the Continental Grand Plaza, and Xerox Centre Phase II/III.

Additional private facilities include the 9.8 acres of landscaping surrounding the Chevron area, the 3.8-acre Chevron fitness center facility, the Old Town Music Hall, and the Seiko Tennis Court. The Old Town Music Hall operates as a motion picture theater which

features silent films of the 1920's and classics of the 30's and 40's. The Old Town Music Hall is open to the general public. The Seiko Tennis Court is only available to Seiko employees.

Two additional utility transmission lines traverse the City. The associated right-of-way area that is located underneath the lines provides valuable scenic and recreational open space. The City of Los Angeles Department of Water and Power corridor encompasses a 32-acre scenic strip area, and the 10-acre Southern California Edison utilities right-of-way is developed into a park land corridor.

Service Standards

The National Recreation and Park Association (NRPA) recommends a quarter-of-a-mile service area around each small park and a half-mile service radius for larger facilities. There is a 1-block by 3-block area within the western portion of the City and a narrow portion of the northern part of the City, that are located beyond the recommended service distance from any park. There are no public park facilities located in the eastern portion of the City, east of Sepulveda Boulevard, where there are no residential uses.

The Subdivision Map Act (Chapter 4, Article 3, Section 66477[b]), allows the dedication of 3.0 acres of park area per 1,000 population. However, if the amount of existing neighborhood and community park area exceeds that limit, the City may adopt a higher standard, up to 5.0 acres/1,000 population. El Segundo has a total of 87.54 acres of park land that is available to the public (excluding the indoor recreational 0.46 swim facility). Utilizing the 1990 Census population figure of 15,223, the City of El Segundo operates at a park land to population ratio of 5.8 acres/1,000 population. See calculations below.

1.
$$\frac{87.54 \text{ acres}}{15,223 \text{ pop.}} = \frac{X \text{ acres}}{1,000 \text{ pop.}}$$
2.
$$(15,223 \text{ pop.}) \times (X \text{ acres}) = (87.54 \text{ acres}) \times (1,000 \text{ pop.})$$
3.
$$X \text{ acres} = \frac{(87.54 \text{ acres}) \times (1,000 \text{ pop.})}{15,223 \text{ pop.}}$$
4.
$$X = 5.8 \text{ acres per } 1,000 \text{ population}$$

Because the City exceeds the allowable 3.0 acres/1,000 population standard ratio, it is able to adopt the higher park land to population ratio of 5.0 acres/1,000 population.

Goal, Objectives, and Policies

The 1992 Open Space and Recreation goal, objectives, and policies are designed to prevent future loss of existing open space and recreation resources, as well as to encourage maintenance of the present trends relating to facility acquisition, development, and maintenance.

Goal OS1: Provision and Maintenance of Open Space and Recreation Facilities

Provide and maintain high quality open space and recreational facilities that meet the needs of the existing and future residents and employees within the City of El Segundo.

Objective OS1-1 Public Facilities

Preserve existing and acquire future public park and recreation facilities which are adequate for serving the existing and future resident population.

Policy OS1-1.1

Adopt a park land standard of 5.0 acres/1,000 population which is the maximum allowable standard ratio as stated in Chapter 4, Article 3, Section 66477(b) of the Subdivision Map Act.

Policy OS1-1.2

Encourage a locational service area standard of one-quarter mile for neighborhood parks and one-half mile for community parks.

Policy OS1-1.3

Adopt and implement a Quimby Act Dedication Ordinance and a Zoning Amendment requiring new residential subdivisions and multi-family residential projects to include land dedication or in-lieu fee payments for active and passive public open space facilities to serve the additional growth.

Policy OS1-1.4

Continue to work with the El Segundo Unified School District in the utilization of school property for public open space and recreational use by maintaining and renewing the effective Joint Powers Agreement between the City and the School District.

Policy OS1-1.5

Conduct a park user study for all public park facilities in order to obtain the necessary data to make findings for the adoption and collection of park impact fees. Collect park impact fees for all new development projects, residential and non-residential, for open space acquisition, maintenance, and improvement.

Policy OS1-1.6

Pursue a feasibility analysis of all drainage basins, as they become available, for future use of the sites as local park land. Adopt a Zoning Amendment to add all city-owned drainage basins to the Open Space Zone.

Policy OS1-1.7

Conduct an inventory and analysis of vacant parcels, which includes a list of the assessor's parcel numbers and acreages, to identify potential park development sites.

Policy OS1-1.8

Prohibit all existing publicly-owned park land that is open to the general public from conversion to other land uses.

Policy OS1-1.9

Pursue development of alternative funding mechanisms for facility maintenance purposes such as formation of a landscape and lighting district.

Policy OS1-1.10

Pursue development of the city-owned property east of Sepulveda Boulevard (existing driving range) as a public golf course.

**Objective OS1-2
Private Facilities**

Preserve existing, and support acquisition of additional, private park and recreation facilities to foster recognition of their value as community recreation and open space resources.

Policy OS1-2.1

Support retention of privately-owned and operated recreation facilities by designating all privately-owned park land, except for Wyle Park, and Chevron Employee Park as Open Space in the 1992 Land Use Plan.

Policy OS1-2.2

Require that all Heavy Industrial land use designated properties greater than 500 acres in size maintain minimum employee recreational areas.

Policy OS1-2.3

Adopt, per City Council resolution, and continue implementation of the City's On-site Employee Recreation Standards.

Policy OS1-2.4

Require all new residential developments with more than 20 units to provide on-site recreational open space.

Policy OS1-2.5

Encourage, through implementation of development incentives, the development of outdoor private recreational facilities, such as plazas, courtyards, and esplanades, in conjunction with non-residential development.

Policy OS1-2.6

Prohibit structural projections into required setback open space areas.

Policy OS1-2.7

Support and encourage upkeep, public recreational use, and access to the shoreline area.

Policy OS1-2.8

Encourage the creation of active and passive open space areas within non-residential developments east of Sepulveda Boulevard.

**Objective OS1-3
Recreation Programs**

Provide recreational programs and facilities for all segments of the community.

Policy OS1-3.1

Continue use of the Joslyn Adult Center, the George E. Gordon Clubhouse, and the Teen Center facilities, for recreational activities that are provided by the City's Recreation and Parks Department.

Policy OS1-3.2

Continue to fund recreational programs and advertise them on a citywide basis and in local periodicals.

Policy OS1-3.3

Encourage multi-family residential developments to provide active open space and recreation facilities which are maintained by homeowners associations.

Policy OS1-3.4

Encourage commercial recreational uses to locate in El Segundo.

**Objective OS1-4
Utility Corridors**

Develop utility transmission corridors for active or passive open space and recreational use.

Policy OS1-4.1

Work with the City of Los Angeles Department of Water and Power and Southern California Edison to maintain and protect existing linear parks and landscaped areas within the utility rights-of-way.

Policy OS1-4.2

Continue to expand landscaping and recreational use along the Southern California Edison right-of-way where feasible.

**Objective OS1-5
Natural Resources**

Protect natural open space resources and associated habitat.

Policy OS1-5.1

Encourage the development of the natural dune habitat in the City of Los Angeles Department of Water and Power area in a manner that would be compatible with protection of its natural environment.

Policy OS1-5.2

Promote street trees and landscaping as a desirable feature of the quality of life in El Segundo, by including in the City's Zoning Ordinance a requirement for a minimum amount of landscaping for all multi-family residential, commercial, and industrial development projects.

Policy OS1-5.3

Continue to support programs for the protection of the El Segundo Blue Butterfly.

The City of El Segundo General Plan - 1992

CONSERVATION ELEMENT

7. Conservation Element

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7. Conservation Element

Introduction

Purpose and Authority

California Government Code Section 65302(d) provides that the general plan shall include a conservation element for the conservation, development, and utilization of natural resources. To the extent applicable, the following issues must be addressed . . . water and hydrology, forests, soils, rivers and other waters, harbors and fisheries, wildlife, minerals, and other natural resources. State Code Section 65302(d) also notes: "That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled, or conserved water for any purpose for the county or city for which the plan is prepared."

Overview

The Existing Conditions Report, a summary of which follows, outlines four relevant conservation issues for the City of El Segundo: coastal resources, water resources, biotic resources, and mineral resources. At this time, each of the resources identified also have planning implications in regional, statewide, and federal contexts. A partial list of agencies and projects with concerns and influences over these resources is located at the end of the Report. Following the Summary of Existing Conditions are the statements of goals, policies, and implementation measures designed to guide the management and conservation of specified resources for the City. Air quality assessment is addressed in the Air Quality Element. A discussion of soils and geology may be found under the seismic section of the Safety Element. The Open Space, Land Use, and Circulation Elements also address concerns that will overlap to some extent with Conservation.

The relevance of the Conservation Element has increased with the realization that many resources are finite and nonrenewable, and others, such as air and water, are essentially our life support systems where quality and availability may become critical. For the City of El Segundo, relevant resource conservation issues have changed somewhat over the decades of this century as patterns of living and

working in the area changed. The composition of the air, the waters, and the vegetation have changed as dramatically as the forms and composition of the built environment have over the years. There is, and always will be, however, basic relationships between natural and man-made systems that must be valued and protected.

Due to the regional context of resources such as water, coastal access, and oil fields, it is necessary that the City cooperates with adjacent communities and with federal, state, and regional agencies to maintain and improve the quality of these resources and the environment. In regards to the protection of biotic resources such as the urban landscape, the City shall develop programs that promote community-wide conservation. The City shall require new development to incorporate sound conservation principles and mitigate any negative environmental impacts consequent to development within or bearing upon the City. The following goals reflect the community's needs and values and are intended to provide direction for the conservation, development, and utilization of the City's natural and man-made resources.

Summary of Existing Conditions

Coastal Resources

The western boundary of the City of El Segundo includes 0.8 miles of shoreline that is located adjacent to Santa Monica Bay and is owned by the State Lands Commission. This coastal area hosts two coastal-dependent energy facilities and has been developed primarily as a resource for industrial use. It serves as a marine terminal for loading Chevron Refinery petroleum products and provides a source of industrial coolant water for both Chevron and Southern California Edison. The Hyperion Treatment Plant and Scattergood Power Plant are situated nearby on property located within the City of Los Angeles boundaries.

The beach area is subject to erosion from littoral transport and storm damage. Protective rock revetments, a groin, and beach replenishment projects were implemented. No formal evaluation of these improvements is available at this time.

Both the Chevron Refinery and Southern California Edison facilities discharge waters through outfalls into Santa Monica Bay and are required to comply with permits issued by the Regional Water Quality Control Board. These discharges affect the near-shore water temperature, chemical composition, and turbidity.

Chevron maintains an on-site response capability for the small oil spills that occur occasionally during tanker offloading at the marine terminal and is a member of the industrial network for larger spills.

Recreational use is relatively light due to the industrial nature of the area and the proximity of more attractive beaches. The beach is publicly-owned and is accessible for public use through Dockweiler State Beach to the north and Manhattan State Beach to the south. No access to the shoreline exists within City limits.

Recreational uses include swimming, surfing, fishing, and coastal access. A coastal bicycle trail, maintained by the County of Los Angeles, is located on leased land above the high-water line.

Water Resources

No surface waters of resource potential exist within the City of El Segundo. No enclosed bays, estuaries, or coastal lagoons lie within the City. Urban run-off and storm drainage are accommodated by the City's storm drainage flood control system.

El Segundo is located within the West Coast Groundwater Basin. Since 1962, the West Coast Basin has been an adjudicated ground water basin, and the amount of ground water extracted is limited by court judgment. The City no longer withdraws from this ground water source. The West Coast Barrier Project was established to inject fresh water into the underground basin to prevent advancing salt water intrusion. The northern section of the Barrier, consisting of 36 injection wells, runs through the City near Sepulveda Boulevard.

Since 1973, El Segundo has purchased all of its potable water supplies from the West Basin Municipal Water District (WBMWD), a member agency of the Metropolitan Water District of Southern California (MWD). The City takes delivery of this water through two connections and distributes it through approximately 4,580 service connections to residential, commercial, and industrial users. Water consumption percentages are as follows: 64 percent oil refinery, 18 percent industrial, 18 percent combined residential/ commercial.

After nearly five years of drought conditions, both MWD and WBMWD declared water shortage emergencies and adopted mandatory water conservation regulations and restrictions. A 20 percent reduction in the supply allocation was imposed on the City, to be effective March 1, 1991. The City, in turn, implemented a drought water conservation program, including use restriction guidelines, to ensure sufficient water supplies for human consumption, sanitation, and fire protection. The MWD and WBMWD rescinded the requirements for mandatory water conservation in early 1992, and in response, the City adopted an

ordinance changing the water conservation program from a mandatory to a voluntary program.

The proposed West Basin Water Reclamation Program (WRP) is a large-scale water reclamation project of secondary-treated effluent from Hyperion Treatment Plant (HTP) by the WBMWD. The program consists of the following three structural components: secondary effluent pump station, reclamation plant, and approximately 24.8 miles of reclaimed water distribution pipelines. Projected use of the reclaimed water includes allocations for the West Coast Barrier Project, oil refineries, and greenbelt irrigation under Title 22 (parks and golf courses). Title 22 is the State Administrative Code under the Department of Health Services that defines the treatment levels and health standards and identifies the various users of reclaimed water.

Biotic Resources

The native vegetative cover has been displaced by urban structures, surfacing, and plant species typical of the residential and commercial landscaping of the region. Remnants of coastal strand vegetation, once abundant along the dune areas, exist only in scattered patches. Much of the dune area is disturbed by industrial development and beach facilities. The primary vegetation of the City of El Segundo now consists of domesticated species introduced over the last century and includes a variety of lawn grasses, ground covers, shrubs, and trees planted for their ornamental and functional qualities. Planted areas include residential, commercial, and public landscapes. Close to 5,500 street trees are maintained by the City's Parks and Recreation Department. Notable specimen trees can be found on the High School grounds and at Library Park. In addition to the environmental benefits, this plant material contributes much to the atmosphere and character of the City.

Forty-six species of birds are common to the area, sixteen of which are considered year-round residents. Many species of birds feed in the near-shore waters of Santa Monica Bay. No coastal strand birds are known or likely to breed in the City's coastal area, due to its disturbed nature and absence of specific habitat. The shoreline area provides a feeding and resting zone, particularly in rocky areas. Two endangered bird species, the California least tern and the brown pelican, are known or likely to feed, fly over, and rest along the near-shore waters or beach areas. No nesting sites are known to have been established in El Segundo.

Near-shore marine fishes include anchovy, surf perch, and croakers. The waters immediately offshore do not support commercial fishing. Common marine mammals observed in the offshore area include dolphins and California sea lions.

In addition to domestic pets, mammals and reptiles likely to occur include the California ground squirrel, house mouse, and Western fence lizard.

The El Segundo Blue Butterfly is listed on the federal endangered species list, and is dependent upon and rarely strays from coastal buckwheat plants. At this time, the butterfly occurs on a 1.6 acre preserve adjacent to and maintained by the Chevron Refinery and in the dune area under the flight path of the Los Angeles International Airport (City of Los Angeles).

Mineral Resources

The community's association with oil dates back to its founding in 1911 when land of the original rancho was sold to develop a second refinery for the Standard Oil Company and a company town. The El Segundo Oil Field, part of which underlies the City of El Segundo, was discovered in 1935. The field has to date produced over 14 million barrels of oil and condensate. Production has declined since 1967. Although only five wells continue to produce, the production and refining of oil resources is an important part of the City's historic and cultural legacy.

Goal CN1: Beach Preservation

Ensure long-term public access to a safe, clean beach environment within and adjacent to the City.

Policy CN1-1

Review and update if necessary the City of El Segundo Local Coastal Program adopted by City Council, July 1980.

Policy CN1-2

Monitor coastal water ordinances and compliance with state and regional requirements.

Policy CN1-3

Monitor beach erosion and contamination cleanup.

Goal CN2: Water Supply

Assist in the maintenance of a safe and sufficient water supply and distribution system that provides for all the water needs within the community.

Policy CN2-1

Periodically evaluate the entire water supply and distribution system to ensure that future water needs will be met.

Policy CN2-2

Devise strategies to cope with any interruptions of, or limits in, the supply of potable water to the community.

Policy CN2-3

Investigate creating a new water conservation ordinance to address the demand created by new development.

Policy CN2-4

Implement water conservation measures as necessary to ensure sufficient water supplies for human consumption, sanitation, and fire protection.

Policy CN2-5

Require new construction and development to install water-conserving fixtures and appliances to reduce the amount of new demand.

Policy CN2-6

Encourage the retrofitting of existing systems with water-conserving fixtures and appliances.

Policy CN2-7

Require new construction and development to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.

Policy CN2-8

Encourage the retrofitting of existing landscapes to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.

Policy CN2-9

Determine which users qualify as heavy water users and require those users to have water budget plans.

Policy CN2-10

Utilize the programs and assistance of state and regional water agencies to increase water conservation throughout the community.

Policy CN2-11

Encourage, whenever appropriate and feasible, development techniques which minimize surface run-off and allow replenishment of soil moisture. Such techniques may include, but not be limited to, the on-site use and retention of storm water, the use of impervious paving material (such as walk-on-bark, pea gravel, and cobble mulches), the preservation of vegetative covers, and efficiently designed and managed irrigation systems.

Policy CN2-12

Examine and utilize where appropriate and feasible the use of alternative water supplies. Clearly define the techniques and applications for the use of grey water and reclaimed water for the citizens of El Segundo.

Goal CN3: Groundwater Contamination

Protect groundwater and coastal waters from contamination.

Policy CN3-1

Identify any source contamination originating within the City limits.

Policy CN3-2

Require written notification of groundwater contamination to the City by any state or regional permitting agency.

Policy CN3-3

Monitor compliance with any state or regional permitting agency.

Policy CN3-4

Make permit and compliance information available to the community.

Goal CN4: El Segundo Blue Butterfly

Protect the rare and endangered El Segundo Blue Butterfly.

Policy CN4-1

Develop and encourage environmental protection policies that protect sensitive habitat areas, including coordination with city, county, state, and federal agencies having jurisdiction over such areas.

Policy CN4-2

Protect the coastal habitat of the El Segundo Blue Butterfly.

Policy CN4-3

Work with Chevron Refinery and appropriate community organizations to monitor the condition of coastal habitat areas of the El Segundo Blue Butterfly.

Policy CN4-4

Designate the habitat of the El Segundo Blue Butterfly as open space in the Land Use Element.

Policy CN4-5

The City will continue to promote research on the potential effects of Malathion spraying on the El Segundo Blue Butterfly, and if

warranted, ensure that the appropriate agencies take precautionary measures to avoid eradication of the endangered species.

Goal CN5: Urban Landscape

Develop programs to protect, enhance, and increase the amount and quality of the urban landscape to maximize aesthetic and environmental benefits.

Policy CN5-1

Preserve the character and quality of existing neighborhood and civic landscapes.

Policy CN5-2

Identify the characteristics and qualities of the urban landscape that are valued by the community.

Policy CN5-3

Survey existing street trees and other specimen trees throughout the community. Identify those with historic or visual significance.

Policy CN5-4

Establish density and development standards that protect and reflect the character and quality of existing neighborhoods and minimize the loss of landscaped area.

Policy CN5-5

Establish a street tree program, including a computer-aided inventory, which identifies appropriate varieties, required sizes and spacing, maintenance and replacement standards, and planting schedules.

Policy CN5-6

Encourage that any new landscaped areas respect and incorporate the distinctive elements of the existing community landscape.

Policy CN5-7

Encourage and support community action groups in their efforts to enhance the urban landscape.

Policy CN5-8

Increase the quantity of plant material to:

- Increase filtration of airborne particulate matter
- Increase oxygen production
- Provide carbon storage
- Reduce the solar heat load on structures and heat gain from paved surfaces

- Increase the percolation of water into soil
- Decrease run-off and evapotranspiration

Policy CN5-9

Increase the diversity of plant species to:

- Decrease risk of plant loss due to disease
- Increase the resilience and adaptability of the landscape
- Encourage the diversity of birds, insects, and micro-organisms necessary for a healthy urban ecosystem

Policy CN5-10

Develop standards, procedures, and guidelines for sound landscape design and management. Incorporate these standards, procedures, and guidelines, including conservation concepts, into the City's review and approval process for residential and non-residential projects.

The City of El Segundo General Plan - 1992

AIR QUALITY ELEMENT

8. Air Quality Element

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8. Air Quality Element

Introduction

California Government Code Sections 65300 and 65302 require every city and county to draw up and adopt "a comprehensive, long-term general plan for the physical development" of the community. Seven general plan elements are required by law and may be adopted individually or as a single general plan. While air quality is not a required element, it is included as a suggested topic for conservation and circulation elements in the 1991 State General Plan Guidelines. Furthermore, Government Code Section 65303 authorizes cities and counties to adopt additional general plan elements which they judge to be necessary.

The Air Quality Element is a new element that has been prepared as part of the City of El Segundo 1992 General Plan. The Air Quality Element consists of five sections which address transportation, land use, particulate and building emissions, energy conservation, and governmental organization. Many of the goals and policies recommended in this Element are closely related to those included in the Circulation, Housing, and Land Use Elements of the General Plan.

The Air Quality Element goals, objectives, and policies contained herein are in part derived from the Air Quality Element Existing Conditions Report which documents existing conditions and identifies major issues addressed in this document.

Purpose of the Air Quality Element

The City of El Segundo has prepared this Element to: (1) address the problems of maximum air pollution levels, (2) reduce the health and economic impacts of air pollution, (3) comply with the requirements of the 1991 Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB), (4) determine the best means of addressing the AQMP measures for local government, and (5) increase awareness of local community and governmental responsibility for air quality.

Summary of Existing Conditions Report

Extent of the Problem

The City of El Segundo is located at the western edge of the South Coast Air Basin (SCAB), which comprises all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. The Basin has the worst air quality problem in the nation, and despite many strict controls, it still does not meet federal air quality standards for four of the six criteria pollutants. In 1989, the Basin was the only area in the nation that failed to meet nitrogen dioxide standards. Carbon monoxide concentrations in the Basin are among the highest in the nation; ozone levels are the highest in the nation (approximately three times the federal standard); and particulate (PM10) concentrations are about 80 percent above federal standards. The Basin's air quality problem is further complicated by regional projections that show significant increases in population to the year 2007.

Poor air quality in the Basin has caused significant health and economic impacts. A 1989 report by the SCAQMD estimated that ozone causes SCAB residents to experience more than 120 million days of cough, more than 190 million days of eye irritation, and nearly 180 million days of sore throat yearly. These impacts, in combination with a number of other effects, annually cost an estimated \$9.4 billion when compared to the expected incidents set for particulates at federal standards. Impacts are particularly acute for sensitive receptors, such as children, senior citizens, and those with respiratory conditions.

Air pollution can be formed directly or indirectly from natural sources such as oil seeps, vegetation, or windblown dust, or it can result from automobile engine combustion, evaporation of organic liquids used in cleaning and coating processes, or through abrasion which occurs from tires on roadways. Air pollution control strategies are directed almost exclusively at man-made sources, because they are the easiest to control. Trends within the Basin over the last ten years show that a large segment of heavy manufacturing has left the area and is being replaced with smaller service industries and businesses related to Pacific Rim trading activities. Despite the exodus of heavy manufacturing and the substantial new controls which have reduced per capita emissions over the last 40 years, dramatic increases in population have increased the number of sources of air pollution; therefore, the potential for air quality improvements has been reduced.

Local Setting

Due to El Segundo's coastal location, it is protected from the worst of the Basin's air pollution problem. Daily onshore sea breezes bring clean air onshore and blow air pollutants inland. These onshore

winds are most active during the summer months when smog is typically at its highest level. Existing levels of ambient air quality and historical trends in air quality for the City of El Segundo are well documented by measurements taken at the SCAQMD's Hawthorne monitoring station. The beneficial effects of onshore breezes are substantiated by measurements taken at the Hawthorne station, where federal ozone standards have been exceeded only six days per year over the last five years versus 52 exceedances in downtown Los Angeles and 85 in the San Fernando Valley. Additionally, the number of first stage smog alerts recorded in the El Segundo area are fewer than those recorded throughout the majority of the South Coast Air Basin. However, despite the beneficial influences of onshore breezes, a number of factors still contribute to periods of poor air quality in the City. During winter months and at night, offshore winds are more frequent, shifting pollutants to coastal areas. Although air quality is generally better along the coast, polluted air and incomplete ventilation of the Basin still cause periodic smog alerts. Additionally, calm wind conditions can cause stagnation of pollutants near the source.

Major stationary sources of air pollutants in and adjacent to El Segundo include the Chevron Oil Refinery, Southern California Edison facilities, Los Angeles International Airport, the Hyperion Wastewater Treatment Plant, and the Scattergood Generating Station. Major mobile sources of air emissions include Los Angeles International Airport, Sepulveda Boulevard, and the I-405 Freeway.

Air Quality Planning

The South Coast Air Quality Management Plan (AQMP) adopted in March 1989, was designed to achieve National Ambient Air Quality Standards in accordance with the Lewis Air Quality Act, and the Federal Clean Air Act. In September 1988, the California Clean Air Act (CCAA) was signed into law to establish a legal mandate to achieve health-based state air quality standards at the earliest practicable date. Since it became effective on January 1, 1989, the CCAA has become the centerpiece for the Basin's attainment planning efforts, as it is generally more stringent than the 1990 Federal Clean Air Act. The CCAA requires all non-attainment air basins in the state to develop new attainment plans to meet both federal and state air quality standards, and places a number of performance-related tests before each plan.

The 1991 AQMP responds to the new requirements of the CCAA, and builds on the 1989 AQMP. The 1991 AQMP was prepared and adopted by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to provide a comprehensive program to lead the Basin into compliance with all federal and state air quality standards. Strategies

for controlling air pollutant emissions in the AQMP are grouped into three "tiers," based on their anticipated timing for implementation. Tier I consists of the implementation of best available current technology and management practices that can be adopted within the next five years. Tier II is based on anticipated advancements in current technology and vigorous regulatory action, and Tier III controls consist of development of new technology. In total, the tiers consist of 123 recommended control measures. The measures are intended to reduce air emissions by altering the following:

- Motor vehicle operation and inspection
- Transportation systems (including airports and ports)
- Land use and zoning decisions
- Travel
- Work scheduling
- Petroleum and gas production
- Commercial and industrial activities
- Stationary sources
- Residential and public activity
- Agricultural processes
- The use of off-road vehicles
- Surface coating and solvent use

In order to achieve the goals and objectives of the AQMP at the local level, all cities and counties in the Basin must adopt air quality elements or other elements or plans that fully address air quality, and they must help implement AQMP measures to achieve compliance with state and federal standards. Local responsibilities for achieving compliance with Federal and State Ambient Air Quality Standards primarily focus on measures that control "Indirect Sources" such as a facility, building, structure, installation, real property, road, or highway which attracts or may attract mobile sources of pollution. This term includes parking lots, parking garages, and other facilities subject to any measure for management of parking supply.

Regional Context

In the interest of addressing important regional issues and to ensure that Federal and State Ambient Air Quality Standards are met, this Air Quality Element has been prepared consistent with the AQMP to the maximum extent feasible.

The following goals, objectives, and policies provide for the attainment of local and regional goals for improving air quality. SCAG's Guidelines for the Development of Local Air Quality Elements have been followed to ensure conformance with the SCAQMP. In order to provide flexibility for the City in the implementation of clean air strategies, objectives, and policies in this Element may not be as specific, or may not state target dates as

provided in the Guidelines. Specific target dates for actions to be taken and for emission reduction attainment, are contained in the City's Air Quality Action Plan which serves as the implementing document for the goals, objectives, and policies included herein.

Goal AQ1: Person Work Trip Reduction for Private Employees

Objective AQ1-1 A 30 percent reduction in private employee work trips in new and existing development through the use of any combination of alternate work weeks and telecommuting strategies.

Policy AQ1-1.1

It is the policy of the City of El Segundo that the City encourage businesses to adopt alternative work schedules and prepare guidelines to assist local businesses in the implementation of alternative work schedule programs.

Policy AQ1-1.2

It is the policy of the City of El Segundo that businesses be encouraged to establish and maintain telecommuting or work-at-home programs to reduce employee work trips.

Policy AQ1-1.3

It is the policy of the City of El Segundo that Transportation System Management (TSM) plans provide a 30 percent reduction in vehicle ridership or the equivalent Average Vehicle Ridership (AVR) per commute vehicle.

Goal AQ2: Person Work Trip Reduction for Local Government Employees

Objective AQ2-1 A 30 percent reduction in local government employee work trips using any combination of alternative work weeks and telecommuting strategies.

Policy AQ2-1.1

It is the policy of the City of El Segundo that a study be conducted to implement alternative work schedules and work-at-home programs for City employees that will maximize the potential for increasing employee productivity.

Policy AQ2-1.2

It is the policy of the City of El Segundo that the City designate an Employee Transportation Coordinator to promote and institute

ridesharing and other programs to achieve a 30 percent reduction in vehicle ridership for City employees.

Goal AQ3: Vehicle Work Trip Reduction for Private Employees

Objective AQ3-1 Increase the proportion of work trips made by transit.

Policy AQ3-1.1

It is the policy of the City of El Segundo that the City continue to require employers in existing congested areas of the City and developers of large new developments to adopt Transportation System Management (TSM) plans and provide incentives for the provision of transit support facilities.

Policy AQ3-1.2

It is the policy of the City of El Segundo that it continue to require developer TSM plans to encourage trip reduction programs and development of transit and ridesharing facilities over highway capacity expansion in order to achieve and maintain mobility and air quality.

Policy AQ3-1.3

It is the policy of the City of El Segundo to cooperate with efforts to expand bus, rail, and other forms of transit within the Los Angeles region.

Goal AQ4: Reduce Motorized Transportation

Objective AQ4-1 Promote non-motorized transportation.

Policy AQ4-1.1

It is the policy of the City of El Segundo that the City actively encourage the development and maintenance of a high quality network of pedestrian and bicycle routes, linked to key locations, in order to promote non-motorized transportation.

Goal AQ5: Vehicle Work and Non-Work Trip Reduction

Objective AQ5-1 Improve transit systems serving the City and implement parking control methods to reduce work and non-work trips.

Policy AQ5-1.1

It is the policy of the City of El Segundo that the City discourage the use of single-occupant vehicles in congested areas of the City by changing or modifying the availability and cost of parking.

Policy AQ5-1.2

It is the policy of the City of El Segundo that the City actively encourage the enhancement of transit performance and availability and establish developer fees to offset the costs of transit improvements required as a result of new developments.

Goal AQ6: Reduction in Peak-period Truck Travel and Number and Severity of Truck-involved Accidents

Objective AQ6-1 Pass the necessary ordinances and memorandums of understanding to divert truck traffic during peak traffic periods.

Policy AQ6-1.1

It is the policy of the City of El Segundo that commercial truck emissions be reduced by restricting delivery schedules to off-peak traffic periods, and by creating alternate routes that would increase the efficiency of the City's roadway system.

Goal AQ7: Reduce Vehicle Emissions Through Traffic Flow Improvements

Objective AQ7-1 Set annual objectives for the continued improvement of interconnected traffic signal control systems or appropriate non-interconnected synchronization methods on all streets where traffic volume and delay time is significant.

Policy AQ7-1.1

It is the policy of the City of El Segundo that a high priority be given to improve the flow of traffic through synchronization of signalized intersections, as this is among the most cost-effective means of reducing congestion, conserving energy, and improving air quality.

Objective AQ7-2 Set annual objectives for improved channelization at high-volume intersections identified with assistance from Southern California Association of Governments (SCAG).

Policy AQ7-2.1

It is the policy of the City of El Segundo to improve channelization at high-volume intersections identified with assistance from SCAG.

Goal AQ8: Reduction in Tailpipe Emissions from Local Government Vehicle Fleets

Objective AQ8-1 Support legislation which would improve vehicle/transportation

technology and the conversion of vehicles by fleet operators to the use of "clean fuel."

Policy AQ8-1.1

It is the policy of the City of El Segundo that the City support legislation for the use and ownership of clean fuel vehicles.

Policy AQ8-1.2

It is the policy of the City of El Segundo that the City support legislation for research, development, and demonstration of clean fuel vehicles in both fleet service and passenger use.

Policy AQ8-1.3

It is the policy of the City of El Segundo that the City invest in clean fuel systems on new City fleet vehicles.

Goal AQ9: Reduction in Length of Vehicle Trips

Objective AQ9-1 Improve the City's jobs/housing relationship to achieve a reduction in the average length of commute-trips by the year 2010, as designated by SCAG.

Policy AQ9-1.1

It is the policy of the City of El Segundo that the City promote a better balance of jobs and housing within the City by considering housing proposals within areas of the City designated for Smoky Hollow Mixed-Use.

Policy AQ9-1.2

It is the policy of the City of El Segundo that the City participate in subregional efforts with other cities or agencies to develop mutually beneficial approaches to improving the balance of jobs and housing.

Policy AQ9-1.3

It is the policy of the City of El Segundo that the City actively encourage the establishment of a shuttle bus system to transport employees and El Segundo residents between the east and west sides of the City.

Goal AQ10: Reduction in Particulate Emissions from Paved and Unpaved Roads, Parking Lots, and Road and Building Construction

Objective AQ10-1 Control particulate emissions by paving roads and parking lots or by adopting alternative methods to control particulates.

Policy AQ10-1.1

It is the policy of the City of El Segundo that an ordinance be adopted requiring the paving or use of alternative particulate control methods on roads with low levels of vehicle traffic and on dirt roads and parking lots located on industrialized properties such as Chevron and Edison.

Policy AQ10-1.2

It is the policy of the City of El Segundo to adopt incentives, regulations, and/or procedures to prohibit the use of building materials and methods which generate excessive pollutants.

Policy AQ10-1.3

It is the policy of the City of El Segundo that all new development projects meet or exceed requirements of the South Coast Air Quality Management District for reducing PM10 standards.

Goal AQ11: Reduce Emissions Associated with Government Energy Consumption

Objective AQ11-1 Reduce energy use by City government facilities with an emphasis on peak demand reduction as stated by SCAG.

Policy AQ11-1.1

It is the policy of the City of El Segundo that a study be prepared to initiate implementation of a program for retrofitting City buildings with a full range of energy conservation measures.

Goal AQ12: Reduction in Residential, Commercial, and Industrial Energy Consumption

Objective AQ12-1 Enact the recommendations of the AQMP Energy Working Group for commercial and residential buildings and adopt ordinances to mitigate air quality impacts from water and pool heating systems.

Policy AQ12-1.1

It is the policy of the City of El Segundo that an ordinance be adopted requiring all new swimming pool water heater systems to utilize solar, electric, or low NOx gas-fired water heaters, and/or pool covers.

Policy AQ12-1.2

It is the policy of the City of El Segundo that the City encourage the incorporation of energy conservation features in the design of new projects and the installation of conservation devices in existing developments.

Policy AQ12-1.3

It is the policy of the City of El Segundo to provide incentives and/or regulations to reduce emissions from residential and commercial water heating.

Policy AQ12-1.4

It is the policy of the City of El Segundo that new construction not preclude the use of solar energy systems by uses and buildings on adjacent properties and consider enactment of a comprehensive solar access ordinance.

Goal AQ13: Increase Recycling of Solid Waste and Use of Recycled Materials by Glass and Paper Manufacturers

Objective AQ13-1 Reduce the amount of solid waste by 25 percent by 1994, and 50 percent by 2000.

Policy AQ13-1.1

It is the policy of the City of El Segundo that the City continue to implement the programs proposed in the City's Solid Waste Management Plan, concurrent with California Assembly Bill 939, to achieve a 25 percent reduction in residential solid waste requiring disposal by 1995, and a 50 percent reduction by the year 2000.

Goal AQ14: Prevent Exposure of People, Animals, and Other Living Organisms to Toxic Air Pollutants

Objective AQ14-1 Restrict emissions of toxic air contaminants in and around the City and insure that sources which impact the City comply with all federal, state, regional, and local regulations.

Policy AQ14-1.1

It is the policy of the City of El Segundo to protect residents and others from exposure to toxic air pollutants by identifying major sources of toxic contaminants in and around the City and insuring that the sources comply with all federal, state, regional, and local regulations.

Policy AQ14-1.2

It is the policy of the City of El Segundo to draft and implement ordinances, where deemed appropriate by the City Council in its discretion, which go beyond the AQMP and SCAQMD regulations to restrict emissions of toxic air contaminants from sources of toxic air pollutants which impact the City of El Segundo.

Goal AQ15: Prevent Exposure of People, Animals, and Other Living Organisms to Unhealthful Levels of Air Pollution

Objective AQ15-1 Reduce unsafe levels of air pollutants impacting the City.

Policy AQ15-1.1

It is the policy of the City of El Segundo to protect the residents of the City and others from exposure to unsafe levels of air pollution, including but not limited to, pollutants such as volatile organic compounds, particulates, oxides of nitrogen, oxides of sulphur, lead, ozone, and carbon monoxide, by taking all appropriate air pollution control measures to reduce unsafe levels of air pollutants impacting the City.

Policy AQ15-1.2

It is the policy of the City of El Segundo to coordinate with the SCAQMD to ensure that all elements of the AQMP regarding reduction of all air pollutant emissions are being met and are being enforced.

Policy AQ15-1.3

It is the policy of the City of El Segundo to draft and implement ordinances where deemed appropriate by the City Council in its discretion, which go beyond the AQMP and SCAQMD regulations to reduce emission of and exposure to air pollutants which impact the City of El Segundo.

Policy AQ15-1.4

It is the policy of the City of El Segundo to continue working with the City of Los Angeles to eliminate odor problems from the Hyperion Treatment Plant; this will include the continuation of the Mitigation Monitoring Implementation Plan.

The City of El Segundo General Plan - 1992

NOISE ELEMENT

9. Noise Element

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9. Noise Element

Introduction

The State of California has mandated through Title 7, Chapter 3, Article 5, of the California Administrative Code, the requirement that city and county governments adopt a general plan. Government Code Section 65302 (f) requires that the general plan contain a noise element which "identifies and appraises noise problems in the community." In developing a noise element, the community is to recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services.

This Noise Element is a component of the City of El Segundo's 1992 General Plan. The Element consists of a discussion of the City's setting, an assessment of the noise problems within the City and a statement of goals, policies, and programs designed to minimize existing and foreseeable noise impacts. The Noise Element Existing Conditions Report was the basis for the formulation of the Element's goals, policies, and programs contained herein.

Purpose of Noise Element

The Noise Element is intended to be used as a guide in public and private development matters related to outdoor noise. The Element will serve as an aid in defining acceptable land uses and as a guideline for compliance with California Noise Insulation Standards. As stated in Government Code Section 65302 (f), the ultimate purpose of noise control policies and programs is to "minimize the exposure of community residents to excessive noise."

Summary of Existing Conditions Report

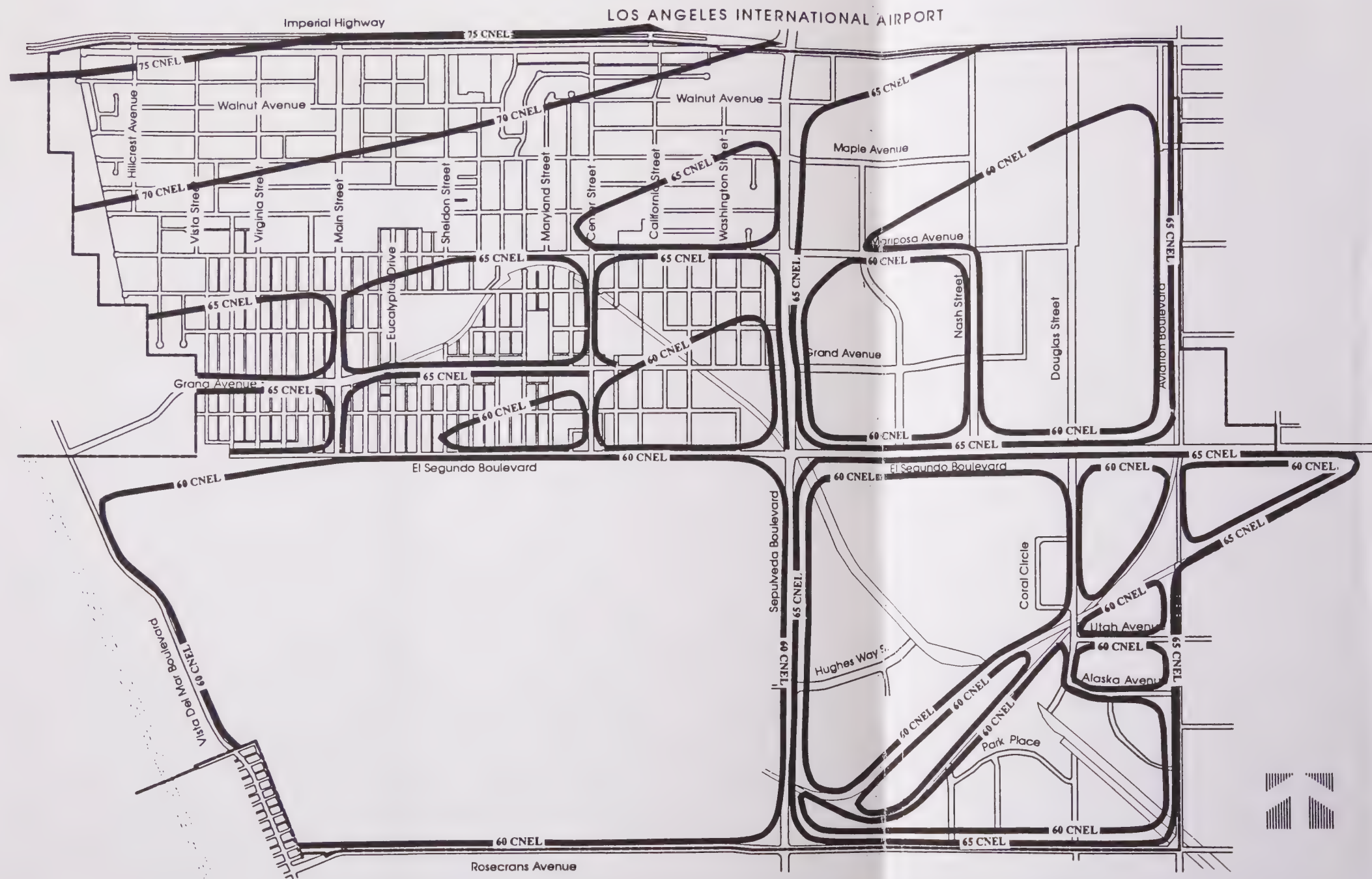
The City of El Segundo is located approximately 11 miles southwest of downtown Los Angeles. The City is bounded by the Pacific Ocean on the west, Los Angeles International Airport (LAX) on the north, the City of Hawthorne and unincorporated Los Angeles County on the east, and the City of Manhattan Beach on the south. The main access route to the City of El Segundo is the I-405 Freeway, which

runs north to south and is located about 3/4 of a mile east of the City limits. Other major roadways within or bordering the City include: Sepulveda Boulevard, Aviation Boulevard, Rosecrans Avenue, Grand Avenue, El Segundo Boulevard, and the Imperial Highway. Existing CNEL noise contours for the City are shown on Exhibit N-1.

In comparison to other areas in Los Angeles County, the City of El Segundo is heavily affected by major sources of noise. The most dominant component of the City's noise environment is the flight operations at LAX. The City of El Segundo does not have the capability to conduct its own measurement of CNEL contours and, therefore, relies on information provided by LAX and other regional agencies. While the continued retirement of Stage II (older and noisier) aircraft will decrease the number of El Segundo dwellings within the 65 CNEL contour, the City of Los Angeles Department of Airports (DOA) projected increase of passengers from 45.8 million annual passengers (MAP) in 1990 to 65 MAP in year 2000 will offset these technological gains. Furthermore, despite the projection by the City of Los Angeles Department of Airports that the population of El Segundo within the 65 CNEL contour will drop from 8,663 in 1990 to 7,161 in year 2000, a large portion of the City's population will remain affected, making operations at LAX a long-term source of concern.

Although the City of El Segundo has no direct control over airport noise, they can exert their influence on the airport planning authorities for tighter control and enforcement of noise regulations. The City of Los Angeles is currently preparing a master plan for LAX which is expected to be completed in early-to-mid 1993. The master plan is intended to be adopted as an element of the City of Los Angeles General Plan which will analyze present conditions and future scenarios for the airport. The plan will address LAX capacity, safety issues, and the level to which passenger growth should be allowed. Unlike the DOA's old policy of 40 million annual passengers (MAP) which had no mechanism to insure limits on passenger growth, the new plan will set an MAP goal and include implementation measures. Currently the City of Los Angeles does not have an MAP goal. LAX reached a passenger service level of 45.8 MAP in 1990 and the DOA, at least temporarily, abandoned their previous goal of 40 MAP.

Vehicular traffic is another major source of noise. Unlike aircraft noise, which mainly affects the northwestern portion of El Segundo, vehicular noise is spread throughout the City. Streets within the City with adjacent residential uses and noise levels above 65 CNEL include portions of Center Street, Grand Avenue, Main Street, and Mariposa Avenue.



CITY OF EL SEGUNDO • GENERAL PLAN

Existing CNEL Noise Contours

Both Southern Pacific and Santa Fe Railroads operate daily to Chevron and other industries within El Segundo. Although this is a periodic source of noise rather than continuous, like vehicular traffic, railroads typically produce high magnitudes of noise. Currently, the railroads in El Segundo do not travel through residential areas; however, any land use changes must consider these railroad lines as a significant source of noise.

In addition to mobile sources, stationary noise sources, particularly from industry, contribute to ambient noise levels in the City. General population noise and the short-term noise generated by construction are also important sources.

Along with the identification of noise sources and noise impacted areas, planning for new development and transportation should always consider noise-sensitive land uses (schools, hospitals, etc.). The City of El Segundo has adopted exterior and interior noise standards for various land uses and conditions which are contained in Resolution No. 3691 and in Chapter 9.06 of the Municipal Code.

In light of the existing and foreseeable noise environment in the City of El Segundo, and pursuant to Section 65302 (g) of the California Government Code, the City has adopted a goal with policies and programs designed to minimize the effects of these multiple sources of noise.

Goal N1: Provision of a Noise-Safe Environment

Encourage a high quality environment within all parts of the City of El Segundo where the public's health, safety, and welfare are not adversely affected by excessive noise.

Objective N1-1 It is the objective of the City of El Segundo to ensure that City residents are not exposed to mobile noise levels in excess of the interior and exterior noise standards or the single event noise standards specified in the El Segundo Municipal Code.

Policy N1-1.1

Continue to work for the elimination of adverse noise sources, especially from Los Angeles International Airport West Imperial Terminal, and from helicopter and aircraft flyovers.

Program N1-1.1A

The City shall implement the Airport Abatement Policy and Program (City Council Resolution No. 3691, adopted May 21,

1991, or any future revisions thereto) in its efforts to minimize noise impacts caused by LAX.

Policy N1-1.2

Play an active role in the planning process associated with preparation of the Los Angeles International Airport Master Plan.

Program N1-1.2A

Encourage the City of Los Angeles Department of Airports to adopt and maintain a passenger service level goal and implementation program which will minimize the noise impacts to the City of El Segundo.

Policy N1-1.3

Continue to work with the City of Los Angeles Department of Airports to reduce the noise-impacted area around Los Angeles International Airport to zero.

Program N1-1.3A

Where feasible, the City should use noise barriers to mitigate noise problems that cannot be reduced at their source. Sound walls, berms, and dense landscaping shall be used to reduce exterior noise to levels specified in the City's Noise Ordinance.

Program N1-1.3B

Encourage the implementation of an Airport Mitigation Monitor to be funded by the City of Los Angeles, for the purpose of monitoring the negative impacts of LAX on the City of El Segundo.

Program N1-1.3C

Encourage the City of Los Angeles Department of Airports to pay the additional costs for new residential construction to provide acoustical treatment to mitigate noise impacts to a level that meets land use compatibility standards.

Policy N1-1.4

Consider noise impacts from traffic arterials and railroads, as well as aircraft, when identifying potential new areas for residential land use.

Program N1-1.4A

All plans submitted for development review shall depict the Department of Airport's latest available noise contours for LAX and citywide noise contours.

Policy N1-1.5

Encourage state inspection and enforcement of noise standards for motor vehicles, including those involved in public transit.

Program N1-1.5A

To the degree feasible, monitor noise levels along Sepulveda Boulevard (State Route 1) and, if warranted, work with the state to ensure inspection and enforcement of noise standards for motor vehicles, including public transit.

Policy N1-1.6

Encourage the State Department of Transportation (DOT) to conduct an active highway noise abatement program with scenic/aesthetic consideration for Sepulveda Boulevard (State Route 1).

Program N1-1.6A

To the degree feasible, the City shall participate with DOT in the development of a highway noise abatement program for Sepulveda Boulevard (State Route 1).

Policy N1-1.7

Monitor California Department of Transportation and Los Angeles County Transportation Commission noise abatement measures aimed at minimizing noise impacts associated with the I-105 Freeway and the Metro Rail Green Line.

Program N1-1.7A

Existing and projected noise environments shall be evaluated when considering alterations to the City circulation system.

Program N1-1.7B

Where feasible, the City shall provide adequate setbacks or require noise abatement barriers along the I-105 Freeway in order to protect new development from noise levels above exterior standards.

Program N1-1.7C

All new roadways shall incorporate the following noise mitigation measures into their design: alignment, barriers, vertical profile, and lateral separation.

Policy N1-1.8

Continue to develop zoning, subdivision, and development controls to prevent future encroachment of noise-sensitive uses into present or planned industrial or transportation system noise-impacted zones where adverse effects cannot be adequately mitigated.

Policy N1-1.9

Require review of all new development projects in the City for conformance with California Airport Noise Regulations and California Noise Insulation Standards (CCR Title 24) to ensure interior noise will not exceed acceptable levels.

Program N1-1.9A

All new habitable residential construction in areas of the City with an annual CNEL of 60 dBA or higher shall include all mitigation measures necessary to reduce interior noise levels to minimum state standards. Post construction acoustical analysis shall be performed to demonstrate compliance.

Policy N1-1.10

Continue to develop and implement City programs to incorporate noise reduction measures into existing residential development where interior noise levels exceed acceptable standards.

Objective N1-2

It is the objective of the City of El Segundo to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo's Noise Ordinance standards.

Policy N1-2.1

Require all new projects to meet the City's Noise Ordinance Standards as a condition of building permit approval.

Program N1-2.1A

Address noise impacts in all environmental documents for discretionary approval projects, to insure that noise sources meet City Noise Ordinance standards. These sources may include: mechanical or electrical equipment, truck loading areas, or outdoor speaker systems.

Program N1-2.1B

The City shall establish criteria for determining the type and size of projects that should submit a construction-related noise mitigation plan. Noise mitigation plans shall be submitted to the City Engineer for his review and approval prior to issuance of a grading permit. The plan must display the location of construction equipment and how this noise will be mitigated. These mitigation measures may involve noise suppression equipment and/or the use of temporary barriers.

Program N1-2.1C

The City shall strictly enforce the El Segundo Municipal Code's time-dependent noise standards for stationary sources. Two of the

major sources which shall be closely monitored are industrial facilities and construction activities.

Objective N1-3 It is the objective of the City of El Segundo that the City maintain intergovernmental coordination and public information programs which are highly efficient in their noise abatement efforts.

Policy N1-3.1

Encourage site planning to be consistent with the existing and future noise environment and promote development standards in which noise-sensitive projects and residences are mitigated from major noise sources. Short-term and long-term noise control measures should be formulated in a manner compatible with community needs and expectations.

Program N1-3.1A

Noise regulations and standards shall be developed or updated in conformance with the findings of the General Plan.

Program N1-3.1B

The City shall conduct an educational campaign to inform the public of the consequences of noise and the actions each person can take to help reduce noise. The City shall provide, if appropriate, educational material, group presentations, news releases, studies, and reports to raise public awareness of the adverse effects of noise.

Policy N1-3.2

Work to remove non-conforming land uses (mixed usage such as residential uses in commercial or industrial land use designations) which result in noise incompatibility.

Program N1-3.2A

The City shall develop strategies for the orderly implementation of mitigation measures for present noise-impacted areas, such as residential uses adjacent to the industrial uses.

Policy N1-3.3

Employ effective noise mitigation techniques through appropriate provisions in the building code, subdivision procedures, and zoning and noise ordinances.

Program N1-3.3A

The City shall review and, if necessary, revise the City Noise Ordinance to ensure that proper regulations are being enforced to protect City residents from excessive noise levels from stationary noise sources.

Program N1-3.3B

Noise-related zoning regulations shall be revised to be consistent with the Noise Element.

Program N1-3.3C

When appropriate, the City shall allocate noise impact mitigation costs to the agency or party responsible for the noise incompatibility.

Program N1-3.3D

The City shall use police power to vigorously enforce existing laws relative to noise.

Policy N1-3.4

Urge continued federal and state research into noise problems and recommend additional research programs as problems are identified.

Program N1-3.4A

The City shall apply for the technical, procedural, and funding assistance available at the state and federal level for noise reduction measures.

Policy N1-3.5

Support a continuous effort to evaluate noise levels in the City of El Segundo and to reduce unacceptable noise levels through the planning process.

Program N1-3.5A

The City shall join adjacent jurisdictions (e.g. City of Los Angeles, City of Hawthorne, City of Manhattan Beach) and other agencies involved in noise mitigation in a cooperative effort to lessen adverse impacts and reduce noise incompatibilities across city boundaries.

The City of El Segundo General Plan - 1992

PUBLIC SAFETY ELEMENT

10. Public Safety Element

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10. Public Safety Element

Introduction

California Government Code Section 65302 (g) specifies that every city and county shall prepare a general plan that includes a "safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, groundshaking, ground failure, tsunami, seiche, and dam failure; slope instability, . . . subsidence and other geologic hazards...; flooding, and wild land urban fires." The safety element was made a mandatory part of the general plan pursuant to Assembly Bill SB 271 (Chapter 1104, 1975). When the requirements for the element took effect in 1976, legislation required that general plan policies address fire safety, flooding, and geologic hazards. In 1984, adoption of AB 2038 (Chapter 1009, Stats.) expanded the list of public safety element issues to include seismic safety which had previously been considered in the seismic safety element.

The Public Safety Element goals, objectives, and policies contained herein are in part derived from the information contained within the Public Safety Element Existing Conditions Report. The Existing Conditions Report documents existing conditions and identifies the major issues that are addressed in this Element. This Element addresses hazards associated with geology and seismicity, flooding, fire, petroleum storage, and hazardous materials. Hazardous materials are discussed in more detail within the Hazardous Materials and Waste Management Element of the El Segundo General Plan.

Purpose and Authority

The purpose of the Public Safety Element is to reduce death, injuries, property damage, and economic and social dislocation resulting from natural and man-made hazards such as urban fire, flooding, mudslides, earthquakes, and hazardous incidents.

The Public Safety Element enables the City to assess the potential risk of natural or man-made hazards and design measures to reduce personal and property damages which may result from a disastrous event. The Element should also be used to avoid or minimize

exposure to potential hazards by providing data and policy input for the development of the Land Use Element.

This Public Safety Element has been prepared to meet the content requirements stipulated by California Government Code Sections 65300 and 65302 (g). It has been prepared according to Chapter III (Safety Element) of the 1990 Office of Planning and Research General Plan Guidelines. Although the basic objective of the Element is "to reduce death, injuries, property damage, and disruption of economic and social life," other social, economic, political, and aesthetic factors must be considered and balanced with safety needs. The Public Safety Element, therefore, is consistent with the other elements of the General Plan, including the Housing, Economic Development, Land Use, Circulation, Conservation, and Open Space Elements.

Summary of Existing Conditions Report

The City of El Segundo is located in a region of historic seismic activity. Active faults known to exist in the vicinity include the San Andreas, Newport-Inglewood, San Fernando, Sierra Madre, and Verdugo Faults (Exhibit PS-1). Certain areas of the City with high groundwater tables underlain by sand dune formations have a high potential for liquefaction (the transference of soils from a solid state to a liquid state). These areas parallel the coastline in the extreme western portion of the City along Vista Del Mar and in the eastern portion of the City running generally from Aviation Boulevard northwest to Imperial Highway just west of Sepulveda Boulevard. Liquefaction of soils during an earthquake can cause severe damage due to ground and/or slope failure. Given these factors, the greatest potential for property damage, injury, and loss of life in the City would most likely result from structural failure and collapse due to groundshaking during a seismic event. To prevent and reduce damage from earthquakes, it is essential that the structural integrities of older or poorly designed buildings are assessed, and that steps are taken to strengthen or remove hazardous structures.

Flooding within the region can be earthquake-induced or can result from intense rainfall. The City of El Segundo is not at risk from flooding during a 100-year storm and there are no major dams or waterways located near the City. Thus, the potential for flood hazard is most specifically related to localized flooding that may result from inadequate storm drains during periods of heavy rainfall. Localized flooding due to an inadequate storm drain system could result in property damage and cause the disruption of traffic within the City.

Along the City's coastal areas, tsunamis and seiches associated with seismic events could cause devastating damage. The coastal portion of the City and adjacent portions of the City of Los Angeles are identified by the State as tsunami hazard areas, and as a result, there is the potential for damage to Edison and Chevron facilities, and the Hyperion Treatment Plant. Residential portions of the City are located above the potential hazard area and are not at high risk.

Due to the urban setting of El Segundo, the potential for wildland fire hazards are extremely limited. As a result, fire safety in the City is primarily focused on commercial, industrial, and residential areas. The main fire hazards of concern are those associated with industrial facilities using large amounts of flammable or toxic materials, high-rise buildings, public gathering places, older buildings with substandard electrical and heating systems, and residential neighborhoods interspersed with untreated wood shingle roofs. An overriding consideration for fire protection in the City is the maintenance of both adequate access for fire and emergency response as new areas develop, and adequate response times as traffic congestion increases.

The main document addressing emergency preparedness in the City is the Emergency Operations Plan (EOP). The Plan is applied during emergency situations involving natural disaster (fire, earthquake, flood, storm, or tsunami), major accidents (transportation, industrial, and nuclear), civil disturbances, pollution episodes, epidemics, and war emergencies. The EOP provides a basis for operations and for managing critical resources during emergencies, delineation of lines of authority and responsibility, and procedures for requesting interagency and private assistance.

Exhibit PS-2 outlines the level and scope of risk for various hazards that could occur locally, citywide, or regionally. The probability of hazardous events occurring in the City of El Segundo are set at low, moderate, and high. A probability of 20 percent or less is considered "low probability or unlikely," a probability of 20 to 60 percent is considered "moderate or likely," and a probability of 60 percent or higher is considered "high or very likely."

Hazard	Level of Risk			Scope of Risk		
	Low	Moderate	High	Local	City-wide	Regional
Earthquake						
Surface	•					•
Liquefaction		•				•
Ground shaking			•		•	
Slope failure		•		•		
Tsunami	•			•		
Seiche	•			•		
Flooding						
Local ponding		•		•		
100-Year flood	•			•		
Fire						
Industrial			•	•		
Chemical			•	•		•
Gas main		•			•	
Subsurface	•			•		
High-rise		•		•		
Wildland	•					•
Major Accident						
Industrial		•		•		•
Major road		•		•		•
Aircraft		•		•		
Railway		•				•

Goal PS1: Geology and Soils

Protect the public health and safety and minimize the social and economic impacts associated with geologic hazards.

Objective PS1-1 It is the objective of the City of El Segundo to reduce exposure to potentially hazardous geological conditions through land use planning and project review.

Policy PS1-1.1

Continue to review proposals for new development and for the expansion of existing development in areas of potential geological hazards.

Program PS1-1.1A

The City shall review projects to ensure that slope design considers the potential effects of high rainfall, private sewage systems, landscaping irrigation, and possible runoff from adjacent future development.

Policy PS1-1.2

Enforce, monitor, and improve development standards which place the responsibility on the developer, with advice from qualified engineers and geologists, to develop and implement adequate mitigation measures as conditions for project approval.

Program PS1-1.2A

The City shall review projects to ensure that adequate geotechnical investigation has been completed in areas susceptible to landsliding and debris flows and in areas where collapsible or expansive soils occur, and to approve only those which mitigate these hazards to the satisfaction of the City Engineer.

Program PS1-1.2B

The City shall review projects to ensure that adequate geotechnical investigation has been completed in areas underlain by the Oceano group of soils, and to approve only those which mitigate any hazards to the satisfaction of the City Engineer.

Goal PS2: Faulting and Seismicity/Structural Hazards

Minimize injury and loss of life, property damage, and social, cultural and economic impacts caused by earthquake hazards.

Objective PS2-1 It is the objective of the City of El Segundo that the City promote

effective response to seismic disasters and maintenance of structurally safe facilities.

Policy PS2-1.1

Continue to cooperate with and support federal, state, and county agencies in the development and enforcement of regional and local health and safety laws and environmental controls, e.g., implementation of SB 547 (Alquist).

Program PS2-1.1A

The City shall continue to enforce the Uniform Building Code.

Policy PS2-1.2

The City shall assist in the prevention of structural damage in areas with a high potential for liquefaction, landslides, and mudslides by requiring geotechnical studies for new development to mitigate potential impacts.

Program PS2-1.2A

The City shall require geotechnical evaluation of the potential for seismically induced landslide, mudslide, and liquefaction in areas where such hazards have been identified.

Program PS2-1.2B

The City shall require all critical, emergency, and high-occupancy buildings, facilities, and structures containing hazardous materials proposed for development or expansion to be subject to special structural review to insure that hazardous conditions are adequately mitigated based on the most current seismic design standards for these types of facilities.

Policy PS2-1.3

Insure adequate public safety and the preservation and reuse of historic buildings by continuing to enforce requirements for structural strengthening of older brick and masonry buildings.

Program PS2-1.3A

The City shall amend zoning/building codes to require that old structures built before enactment of seismic codes meet basic standards before any changes in use or occupancy level.

Policy PS2-1.4

Identify potential high-risk inundation coastal areas and manage them to reduce risk.

Program PS2-1.4A

The City shall require that proposals for construction or expansion of large and critical facilities which are located in tsunami and

coastal inundation areas to assess the risk of inundation and provide adequate flood mitigation measures as conditions for project approval.

Goal PS3: Petroleum Resources/Hazardous Materials and Wastes

Reduce threats to public health and safety from hazardous materials, especially threats induced by earthquakes and accidental leaks and spills.

Objective PS3-1 It is the objective of the City of El Segundo that the City insure safe and prudent use of hazardous materials, and reduce the quantity of hazardous materials handled within the City.

Policy PS3-1.1

Review proposed development projects involving the use, storage, and disposal of hazardous materials with the intent of minimizing the probability and magnitude of a hazardous event.

Program PS3-1.1A

The City shall enforce local, state, and federal laws such as the 1984 amendments to the Federal Resource Conservation and Recovery Act, through review of projects proposing to use, store, or dispose of hazardous materials and wastes. The City shall also require compliance with the business plan, and onsite emergency response plans before project approval with intent to ensure the following:

- a. preparation and maintenance of a hazardous materials inventory as required by existing codes;
- b. preparation of a site plan showing on-site hazardous materials storage as required by existing codes;
- c. preparation and maintenance of on-site adequate emergency response equipment;
- d. implementation of environmental audits for tracking hazardous materials during and after use;
- e. preparation of plans for monitoring, inspection, and record keeping to verify control efforts;

- f. provision for treatment or control of all unauthorized emissions, discharges, or releases through the best available technology; and,
- g. that plans are developed and implemented for training of personnel to safely manage and use hazardous materials and wastes.

Policy PS3-1.2

Promote the safe transportation of hazardous materials.

Program PS3-1.2A

The City shall establish a system to monitor the transportation and disposal of hazardous wastes or access the existing State system.

Policy PS3-1.3

Improve the plans and capabilities for responding to hazardous material incidents.

Program PS3-1.3A

The City shall investigate the feasibility of establishing an emergency cleanup fund with a special levy for businesses which handle hazardous materials. Such a fund would ensure minimum lag time between accidental spills and leaks and cleanup.

Program PS3-1.3B

The City shall strengthen the enforcement capabilities for hazardous waste generator inspection and industrial wastewater treatment audits.

Program PS3-1.3C

The City shall consider and explore the feasibility of providing financial and/or tax incentives for the prudent use and management of hazardous materials.

Program PS3-1.3D

The City shall implement a program to identify specific industries, industrial groupings, and/or pollutant waste streams for priority attention. Top priority shall be given to facilities that handle EPA code "P" pesticides and all substances classified as acutely hazardous on the EPA list.

Policy PS3-1.4

Continue to encourage source reduction, substitution, and recycling.

Program PS3-1.4A

The City shall establish or support establishment of a special hazardous waste technology center for small businesses. The primary aim will be to provide information and advice to small businesses to help them evaluate their specific opportunities for waste reduction and inventory control. The assistance may be provided at the plant or shop and may be separated from or integrated into a compliance inspection.

Policy PS3-1.5

Encourage improved, timely communications between businesses and emergency response agencies regarding hazardous materials prior to and during incidents.

Program PS3-1.5A

The City shall periodically review and inspect the training and equipment of hazardous materials emergency response teams with the objective of evaluating potential usefulness during an incident.

Goal PS4: Water and Soil Contaminants

Prevent exposure of people, animals, and other living organisms to toxic water and soil contaminants.

Objective PS4-1 Monitor industries and activities in and around the City to prevent and reduce the contamination of water and soil.

Policy PS4-1.1

It is the policy of the City of El Segundo to use its best efforts to protect residents, visitors, and the environment of the City from the effects of toxic water and soil contaminants by identifying major sources in and around the City and by promoting compliance with all federal, state, regional, and local regulations.

Policy PS4-1.2

It is the policy of the City of El Segundo to draft and implement ordinances or take other actions, where deemed appropriate by the City Council in its discretion, to restrict and/or reduce water and soil contamination from sources in and around the City.

Goal PS5: Flood and Inundation

Protect public health, safety, and welfare from natural and man-made flood and inundation hazards.

Minimize injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards.

Objective PS5-1 It is the objective of the City of El Segundo that the City improve flood control systems and provide adequate protection in areas subject to inundation.

Policy PS5-1.1

Continue the construction of flood control facilities to protect areas threatened by potential flooding.

Program PS5-1.1A

The City shall amend the building, fire, electrical, plumbing, and mechanical code design, construction, and use standards to ensure that the threat of fire hazard and hazardous materials releases is adequately mitigated in coastal high-risk inundation areas, including provisions requiring the following:

- a. Where feasible, flammable and hazardous materials/waste should be stored in anchored watertight containers or storage tanks, and be protected from impacts by debris contained in flood torrents; and,
- b. Fuel lines and electrical ignition sources (such as fuse boxes) should be protected from impact by flood debris.

Program PS5-1.1B

The City shall, in cooperation with the City of Los Angeles, develop, maintain, and inform the public of evacuation procedures in the event of failure of the primary sewage reservoir or related equipment or facilities of the Hyperion Wastewater Plant.

Policy PS5-1.2

Continue to monitor and improve the effectiveness of existing flood control systems to ensure that there is adequate capacity to protect existing and proposed development from stormwater runoff.

Program PS5-1.2A

The City shall ensure the adequacy of flood control system capacity with more frequent monitoring, maintenance, repair, or modification of flood channels, culverts, and storm drainage systems.

Goal PS6: Urban Fire Hazard

A fire safe community.

Objective PS6-1 It is the objective of the City of El Segundo that the City minimize

threats to public safety and protect property from wildland and urban fires.

Policy PS6-1.1

Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Program PS6-1.1A

The City shall periodically, with advice from the Fire Department, review existing City zoning codes to determine if stricter height limitations, additional clearance around structures for fire protection, and other safety considerations are necessary to meet recent changes in fire prevention and suppression standards.

Policy PS6-1.2

Continue efforts to reduce fire hazards associated with older buildings, high-rise buildings, and fire-prone industrial facilities, and maintain adequate fire protection in all areas of the City.

Program PS6-1.2A

The City shall continue to inspect older buildings, multi-story structures, and fire-prone industrial facilities for fire safety.

Program PS6-1.2B

The City shall continue to require fire protection systems and devices for all large condominiums and townhouse complexes, high-rise structures and other large developments.

Program PS6-1.2C

The City shall continue to require that all property be maintained in compliance with the fire code.

Program PS6-1.2D

The City shall continue to provide an effective fire/life safety public education program.

Program PS6-1.2E

The City shall continue to require that all streets, roads, and other public ways, be designated by name and sign, distinctly marked and clearly visible.

Program PS6-1.2F

The City shall continue to maintain current, accurate, and consistent address mapping and posting for all structures in the City.

Program PS6-1.2G

The City shall encourage and assist the school district in overall fire education programs using displays and demonstrations of the more involved aspects of fire safety (i.e., major contributing factors to fire hazard and the relationship of fire to human safety).

Policy PS6-1.3

Coordinate and improve mutual aid agreements.

Program PS6-1.3A

Continue to participate in and improve mutual aid agreements with other jurisdictions.

Goal PS7: Emergency Preparedness

Protect public health, safety, and welfare, and minimize loss of life, injury, property damage, and disruption of vital services, resulting from earthquakes, hazardous material incidents, and other natural and man-made disasters.

Objective PS7-1

It is the objective of the City of El Segundo to improve the preparedness of the City for emergency situations.

Policy PS7-1.1

It is the policy of the City of El Segundo that the City maintain and enhance its emergency services and ensure the availability and effectiveness of such services in the event of a disaster.

Program PS7-1.1A

The City shall periodically review and assess the locational and engineering integrity of existing disaster relief equipment and structures.

Program PS7-1.1B

The City shall periodically review and reevaluate the City's Emergency Operations Plan, to ensure adequate evacuation routes and street widths, emergency services, equipment, shelters, and all other major needs that could arise in the event of a disaster.

Program PS7-1.1C

Ensure that water distribution and supply facilities are adequate to supply emergency fire-flow needs.

Policy PS7-1.2

Promote development of public education programs and workplace self-help groups to improve emergency preparedness.

Program PS7-1.2A

The City shall continue to prepare informational packets to increase public awareness of emergency preparedness.

Policy PS7-1.3

Continue to encourage critical facilities to maintain and regularly update emergency response plans identifying procedures for safety, disaster control, and evacuation.

Program PS7-1.3A

Identify emergency response objectives, contingency plans, and hazard-reduction programs to reduce hazards for critical facilities, and hazardous buildings with special rescue, fire suppression, evacuation, or medical requirements.

Policy PS7-1.4

Continue to strengthen the City's capability to respond to earthquake and non-earthquake induced emergencies.

Program PS7-1.4A

The City shall support, encourage, and assist in establishing community programs which volunteer to assist police, fire, and civil defense personnel after a disaster.

Policy PS7-1.5

Continue to improve hazard prediction and early warning systems.

Policy PS7-1.6

Continue to strengthen emergency communication systems and facilitate cooperation between the media and other emergency response agencies.

Program PS7-1.6A

The City shall, in cooperation with the telephone company and industrial facilities, establish an Emergency Notification System providing quick, no-cost readily accessible service for reporting fires and other emergencies by the general public.

The City of El Segundo General Plan - 1992

**HAZARDOUS MATERIALS &
WASTE MANAGEMENT ELEMENT**

11. Hazardous Materials & Waste Management Element

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11. Hazardous Materials and Waste Management Element

Introduction

Purpose and Authority

The City of El Segundo possesses a strong, diversified economic base which includes a variety of industrial and commercial businesses. This base, while vital to the economic health of the City, also represents a potential source of problems from improper management of hazardous materials and waste.

The consequences of hazardous material and waste mismanagement throughout the nation are well documented and are reflected in polluted ground and surface water, soil, and air. Improper disposal has been associated with elevated levels of toxics in humans, aquatic species, and livestock. Illegal dumping of hazardous waste along roadsides or in open fields has resulted in explosions, fires, contaminated ground water, and air pollution. Prudent management is critical to the protection of public health, the environment, and the economy.

In response to this growing problem, a variety of Federal and State legislation has been passed to control hazardous materials and waste.

The Los Angeles County Hazardous Waste Management Plan (LACoHWMP) developed in response to this legislation was approved by the California DHS on November 30, 1989. According to Chapter 1167 (SB 477, Greene) of the 1987 State Statutes, each city within the county must either:

1. Adopt a city hazardous waste management plan, or
2. Incorporate the applicable portions of the approved LACoHWMP, by reference, into the city's general plan, or
3. Enact an ordinance which requires that all applicable zoning, subdivision, conditional use permit, and variance decisions are consistent with the portions of the approved county plan which

identify general areas or siting criteria for hazardous waste facilities.

According to Chapter 1167 (25135.7 [c][1]), the city plan must be consistent with the approved County Hazardous Waste Management Plan. However, the statute states further that it does not limit the authority of any city to attach appropriate conditions to the issuance of any land use approval for a hazardous waste facility in order to protect the public health, safety, or welfare, and does not limit the authority of a city to establish more stringent planning requirements or siting criteria than those specified in the County Hazardous Waste Management Plan (25135.7 [d]).

In accordance with State law, the City of El Segundo has elected to prepare and adopt its own Hazardous Waste Management Element of the General Plan, incorporating by reference as appropriate, applicable portions of the LACoHWMP. This Element of the General Plan and its accompanying background report are intended to be that plan. As such, this Element should be recognized as an expansion of the City's traditional concern regarding hazardous materials to include hazardous waste management.

Analysis of Existing Conditions

Hazardous Materials Management

Many of the industries operating in El Segundo use hazardous materials in their operations. Since industry is the major land use in the City, hazardous materials use and management is a serious consideration. Exhibit HM-1 presents the locations of the major hazardous materials users in the City.

State regulations mandate that each business using hazardous materials prepare a business plan listing the types and quantities of materials used and their associated risks. These plans are to be submitted to an administrative agency which, in turn, is to prepare an area plan based on the hazardous materials within the jurisdiction of the agency.

In El Segundo, the administrative agency is the City Fire Department. The Fire Department maintains a list of all companies using hazardous materials, an inventory of those materials, and an assessment of the risks posed by the materials at each facility. Each facility is inspected to ensure that materials are properly managed on site.

LOS ANGELES INTERNATIONAL AIRPORT



LEGEND:
 ⊕ HIGH DEGREE OF RISK
 ⊙ MEDIUM DEGREE OF RISK
 ○ LOW DEGREE OF RISK

CITY OF EL SEGUNDO • GENERAL PLAN

Hazardous Materials Use

exhibit

HM-1

**Hazardous Waste
Quantities, Types,
and Sources**

Residents and businesses in El Segundo generated approximately 25,200 tons of hazardous waste requiring off-site treatment or disposal in 1988. This total includes 15,200 tons of manifested waste from major generators (Exhibit HM-2), an estimated 412 tons from small quantity generators, an estimated 12 tons from households, and an estimated 9,600 tons from contaminated site cleanups.

This waste quantity is a significant decrease from the waste quantities generated in 1986 when the LACoHWMP was prepared. In 1986, major generators and contaminated site cleanups generated 49,862 tons of hazardous waste. Since 1986, however, many of the industries in the City have implemented waste minimization plans which have resulted, in some cases, in dramatic reductions in waste quantities. While the rate of decrease has slowed since 1988, the total quantities have continued to decrease, and appear likely to continue to do so for the foreseeable future.

At this time it is projected that, over the next 5 years, the quantity of hazardous waste from the major generators will decrease 30 percent as a result of on-site waste reduction programs.

The potential magnitude of this reduction has become evident over the last few years as these programs have gone into effect. Adding to this decrease will be the planned move away from heavy manufacturing toward more service and commercial businesses in the City.

The quantity of hazardous waste from small-quantity generators may increase due to the projected overall changes in the City's economic base, i.e., the El Segundo of 1995 may include more small businesses and companies with low waste generation rates.

As the population increases, the quantity of household hazardous waste will increase. There is little the City can do to affect this. It is possible that Federal regulations and market considerations may lead to many hazardous household products being replaced by innocuous materials, but this is beyond the control of the City. Therefore, the City should prepare for up to 13.0 tons of household hazardous waste per year by 1995.

Quantities of waste from site cleanups will increase as more sites are identified and remediated. However, as a result of new regulations and guidelines, the number of sites becoming contaminated should decrease. As a result, by the year 1995, waste from site cleanups should decrease from the present levels.

Facilities Needs

Industries in El Segundo generate a diverse mix of hazardous waste requiring a variety of different treatment technologies. In general, no particular waste type or treatment method predominates to such an extent that establishing a Treatment Storage Disposal (TSD) facility based on El Segundo waste would be economically viable. Only the quantity of burnable waste generated might justify locating an incinerator in El Segundo. However, the majority of this waste is contaminated soil, and, as such, represents a temporary waste load.

Consequently, the hazardous waste from El Segundo must be viewed in the context of regional facilities needs, and addressed as part of a regional planning effort. This is emphasized by the downward trend in hazardous waste generation noted among El Segundo industries.

Siting of Off-Site Facilities

The California DHS has published a series of criteria for siting off-site hazardous waste treatment, storage, and disposal facilities. These same criteria are presented in the LACoHWMP.

Using these criteria, virtually any commercial or industrial area in El Segundo would be potentially suitable for siting a treatment or storage facility, with the exception of the beach area, the military facilities, and the Blue Butterfly preserve at the refinery. Major parts of the City (especially the area west of Sepulveda Boulevard) are marginal due to soil conditions, and would require extensive engineering to develop a site. No sites suitable for a disposal facility (residuals repository) were identified in the City.

Through this Element, the City of El Segundo has added an additional criterion. Off-site commercial hazardous waste facilities are to be limited to areas zoned for heavy manufacturing. None of these siting criteria are meant to apply to private on-site facilities which are regulated under State and Federal guidelines, but the City does give such facilities a discretionary review.

Waste Minimization

Waste minimization is the favored approach to reducing the need for land disposal facilities. It is the most environmentally sound and economically sensible means of addressing the growing hazardous waste problem.

As a result, waste minimization has been set as the primary goal of the LACoHWMP, and is a vital part of this Element. The County is developing an industrial education program designed to facilitate waste minimization efforts. The City of El Segundo supports this development, and will provide appropriate assistance in disseminating the information.



CITY OF EL SEGUNDO • GENERAL PLAN

Hazardous Waste Generators (1988)

exhibit

HM-2

Waste minimization efforts among individual companies in El Segundo have already proven productive. From 1986 to 1988, total hazardous waste generation in El Segundo decreased by 50 percent.

Transportation

Both the California Highway Patrol and the LACoHWMP have identified transportation routes and corridors in and near El Segundo which are considered to be suitable for transporting hazardous materials and wastes. Exhibit HM-3 presents these routes. The City has additional ordinances affecting the transport of such materials.

Because of the concentration of business and daytime employees in El Segundo, however, the City has severe traffic congestion problems at peak traffic hours. Under LACoHWMP guidelines, hazardous waste transportation traffic should be limited to other than peak traffic hours.

In the event that a facility is proposed for siting in El Segundo, traffic must be a major consideration. It is recommended that any facility planning include a discussion of the possibility of rail transport of waste.

Public Participation

Public involvement is an important step in hazardous material and waste management planning. Public review and comments were a significant part of the development of both the LACoHWMP and this Element. The public will continue to be provided with opportunities to comment on future Element revisions and proposals for waste management facilities.

Public education is a vital part of informed public participation. The County is developing public education programs. The City of El Segundo will provide appropriate assistance to the County in the dissemination of such information.

Emergency Response

The City of El Segundo Fire Department is the primary emergency response agency in the City. This agency is supported by the City Police Department and County Health Services. In the event of a major emergency, the County Fire Department would provide additional support.

Recognizing the primary role played by the City Fire Department, it is essential to ensure that the Department is adequately trained and equipped to respond to hazardous material and waste emergencies in the City.

Contaminated Hazardous Waste Sites

At the present time, there are approximately 25 contaminated sites in the City of El Segundo, most of which consist of leaking underground storage tanks (Exhibit HM-4). The City currently has

no internal programs to identify such sites or to monitor their remediation. These activities fall within the jurisdiction of several County and State/Regional agencies.

The City is considering implementing a policy whereby developers of commercial/industrial properties may be required to submit an environmental assessment of the property to the Planning Division as part of the permitting process. Evidence of remediation of contaminated sites would be required before development would be permitted. In this way, the City can be involved in the identification and remediation of such sites.

Household Hazardous Waste

The City of El Segundo initiated a household hazardous waste collection program in 1984. The program has been fairly successful in terms of resident participation.

This program, conducted under the direction of the City Public Works Department, is limited to residents of El Segundo. One day each year is set aside for residents to bring old paint, oil, thinners, pesticides, and related hazardous waste to the City maintenance yard. At the yard, the material is packaged by a registered hazardous waste hauler and transported to a disposal site. In 1987 and 1988, over 40 drums of household hazardous waste were collected.

Planning Considerations

The economy of the City of El Segundo rests on a strong base of industrial and commercial activities. Heavy industry is the largest single land use in the City. While a gradual change from manufacturing to a service-based economy is anticipated, the City recognizes the continuing role to be played by heavy industry. This Element is designed to meet the present and future needs of both the community at large and the industrial sector of the City, in terms of hazardous materials management.

The City of El Segundo feels that this objective can best be accomplished by retaining control over land use decisions within the City limits. Under the approved LACoHWMP, part of such control would lie with the County. Decisions made in the best interest of the County might not be consistent with development plans for the City, or even in the best interest of the City.

While the City does not wish to be placed in a position of opposing projects designed to serve the County as a whole, the City of El Segundo feels that such projects must be consistent with local goals. Thus, the City seeks to retain control over siting, permitting, and other related land use decisions through this General Plan Element.



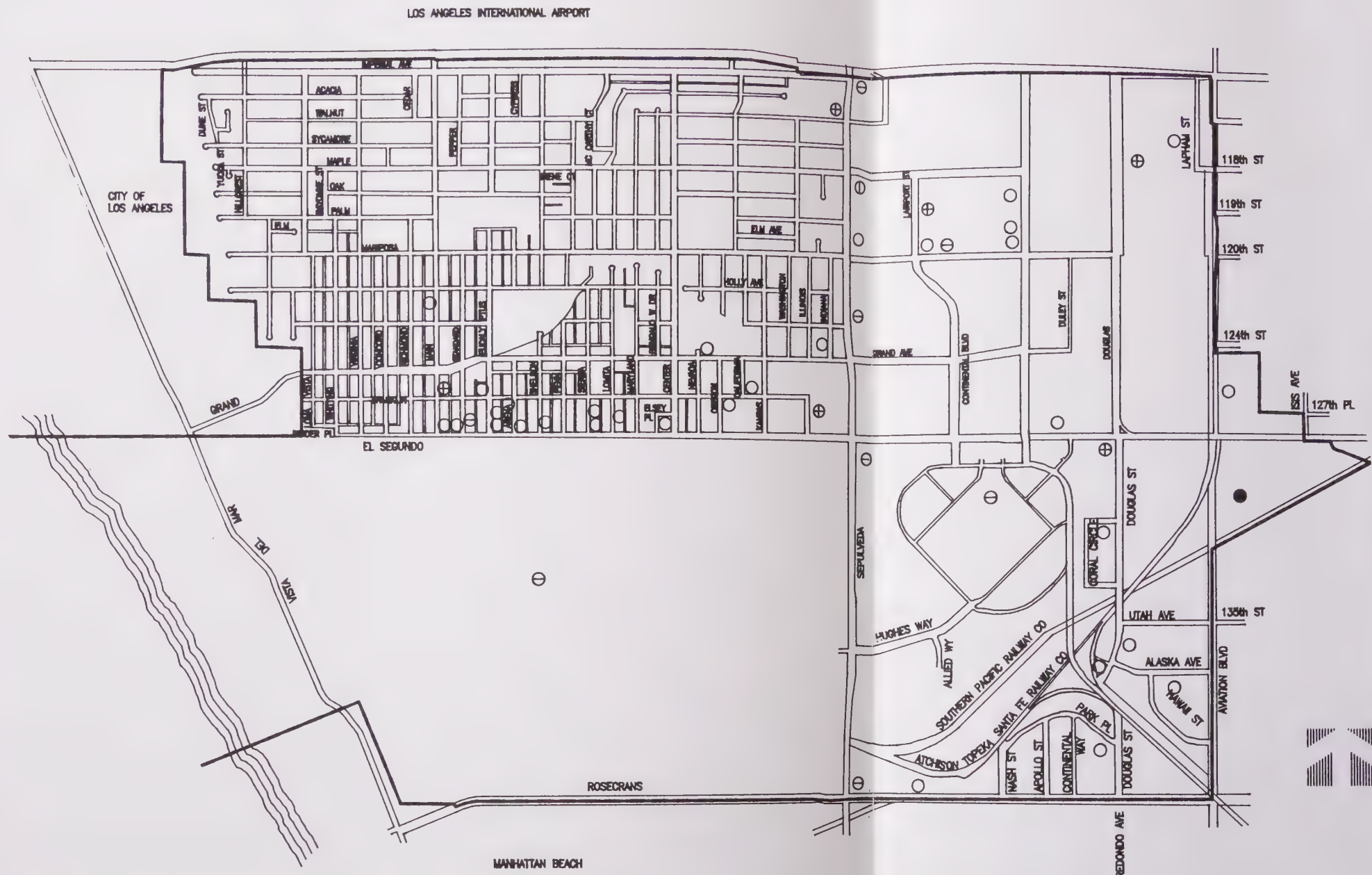
LEGEND:
 — HAZARDOUS WASTE
 CORRIDORS

CITY OF EL SEGUNDO • GENERAL PLAN

Hazardous Waste Main Transportation Corridors
 Identified by the CHP and LACoHMWP

exhibit

HM-3



- LEGEND:
- BOND EXPENDITURE PLAN
 - ⊕ CORTSE LIST
 - ⊙ RWQCB LIST
 - ⊖ CERCLIS
 - OTHER

CITY OF EL SEGUNDO • GENERAL PLAN

Contaminated Sites

exhibit

HM-4

Goals, Objectives, and Policies

The objectives of this Element are diverse and reflect the specific issues facing the City and nation in regard to hazardous materials and wastes. The specifics are discussed in the appropriate subsections of the Analysis of Existing Conditions.

It is the stated policy of the City of El Segundo to ensure that hazardous material and waste management in the City is sound from a public health and environmental point of view, and that it is consistent with all applicable local, regional, county, state, and federal laws and regulations. To the greatest extent possible, consistent with local land use planning, the City of El Segundo intends to cooperate with the County of Los Angeles in implementing the goals, objectives, and policies of the LACoHWMP.

The goals and policies discussed below are seen as critical issues. They represent the framework for developing this Element, and are the basis for the overall hazardous material and waste management strategy of the City.

Goal HM1: Protect Public Health and Safety

Protect health and safety of citizens and businesses within El Segundo and neighboring communities.

Objective HM1-1 Make the County and City Hazardous Waste Management Plans available for review through the City Planning Division.

Policy HM1-1.1

Make this Element and its accompanying Background- Management Report available to the public.

Objective HM1-2 Continue to promote development of public education programs on hazardous materials safety and emergency preparedness.

Policy HM1-2.1

Provide ample opportunities for citizen participation in the planning, siting, and permitting processes.

Policy HM1-2.2

Assist the County, as appropriate, in the dissemination of information and educational programs to the public and industry.

Goal HM2: Minimize Risks

Minimize risks to the citizens and businesses of El Segundo from hazardous materials and wastes, while acknowledging the role of industrial users in the City.

Objective HM2-1 Maintain and update a comprehensive emergency plan consisting of measures to be taken during and after hazardous materials spills.

Policy HM2-1.1

Enhance the existing efforts of the El Segundo Fire Department to coordinate the preparation of individual business plans and an area plan.

Policy HM2-1.2

Enhance existing emergency response capabilities.

Policy HM2-1.3

Ensure maintenance of equipment and adequate training of personnel.

Policy HM2-1.4

Establish evacuation routes for emergencies and coordinate emergency response with neighboring cities and the county.

Goal HM3: Compliance with State Laws

Ensure compliance with State laws regarding hazardous materials and waste management.

Objective HM3-1 Assist the State and County as appropriate in the dissemination of regulatory information about hazardous materials and waste to the public and businesses.

Policy HM3-1.1

Ensure, through appropriate cooperation with State and County enforcement agencies, that all companies within the City comply with applicable hazardous material management laws.

Policy HM3-1.2

Review existing City Zoning Code to determine if stricter permitting procedures, hazardous materials and waste transportation, and other safety considerations are necessary to meet recent changes in Hazardous Material Suppression standards.

Policy HM3-1.3

The City Police Department is to strictly enforce regulations regarding inspection of vehicles and training/licensing of transportation personnel.

Policy HM3-1.4

Adhere to routing criteria presented in the Background Report accompanying this Element and that developed in the LACoHWMP.

Goal HM4: State, Federal, and County Goals

Assist in meeting State, Federal, and County hazardous materials and waste management goals, as these are consistent with City goals.

Goal HM5: Waste Generation

Assist in meeting State and County goals to reduce hazardous waste generation to the maximum extent possible.

Objective HM5-1

Identify all generators and transporters of hazardous materials and wastes within the City, and either establish a system to monitor the transportation and disposal of these wastes or access the existing State system.

Policy HM5-1.1

Adopt waste minimization as a first priority in waste management strategies in the City.

Policy HM5-1.2

Require all businesses generating hazardous wastes within the City to submit annual status reports to the County Department of Public Works.

Policy HM5-1.3

Assist the State and County, as appropriate, in providing information needed by the public and industries to take rational steps to minimize, recycle, treat, and otherwise manage hazardous wastes.

Policy HM5-1.4

Continue efforts to promote and expand citizen participation in the existing program to collect and dispose of household wastes.

Goal HM6: Siting Hazardous Waste Management Facilities

Identify areas within the City potentially suitable for siting hazardous waste management facilities consistent with the criteria presented in the LACoHWMP and consistent with the City General Plan.

Policy HM6-1

Ensure consistency of any proposed facility siting with City land use decisions, City zoning, this Element, and the LACoHWMP.

Policy HM6-2

Ensure consideration of human, social, and environmental factors in any siting decision.

Policy HM6-3

Ensure consideration of routing criteria and traffic problems in any siting decision.

Policy HM6-4

Ensure that sites of any facilities are located near generators and in appropriately zoned areas.

Policy HM6-5

Encourage the consideration of rail transportation in any decision to site an off-site treatment, storage, or disposal facility in El Segundo.

Goal HM7: City Authority

Maintain authority for local land use decisions as vested in the City by the State of California under Section 25199.5, Article 8.7, Chapter 6.5, Division 20, of the Health and Safety Code.

Goal HM8: Economic Viability

Maintain the economic viability of the City of El Segundo.

Policy HM8-1

Promote continuous updating of business plans by companies in the City.

The City of El Segundo General Plan - 1992

APPENDIX

Appendix I: List of Acronyms

ac	Acre
ADT	Average Daily Trips
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AT&SF	Atchison Topeka and Santa Fe (railroad)
AVR	Average Vehicle Ridership
CDBG	Community Development Block Grant
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CHFA	California Housing Finance Agency
CIP	Capital Improvements Program
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CoHWMP	County Hazardous Waste Management Plan
CRA	Community Reinvestment Act
CTA	Central Terminal Area (at LAX)
DHS	Department of Health Services (State of CA)
DOA	Department of Airports
DOT	Department of Transportation
du/ac	Dwelling Units Per Acre
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency (Federal Govt.)
ESEA	El Segundo Employers Association
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
HCD	Housing and Community Development (Dept., State of CA)
HCM	Highway Capacity Manual
HTP	Hyperion Treatment Plant
HUD	Housing and Urban Development (Dept., Federal Govt.)
ICU	Intersection Capacity Utilization
ITE	Institute of Traffic Engineers
LACoHWMP	Los Angeles County Hazardous Waste Management Plan
LACTC	Los Angeles County Transportation Commission
LAX	Los Angeles International Airport
LD	Lanes Divided (roadway)
LOS	Level of Service
LU	Lanes Undivided (roadway)

MAP	Million Annual Passengers
MWD	Metropolitan Water District of Southern California
NRPA	National Recreation and Park Association
PRD	Planned Residential Development
RCC	Rail Construction Corporation
RHNA	Regional Housing Needs Assessment
R.O.W.	Right-of-way
RR	Railroad
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison (electric utility)
SCRTD	Southern California Rapid Transit District
SP	Southern Pacific (railroad)
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TSD	Treatment Storage Disposal
TSM	Transportation System Management
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled
vpd	Vehicles per day
WBMWD	West Basin Municipal Water District
WRP	Water Reclamation Program

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